



MUNICIPAL DISTRICT OF GREENVIEW No. 16

REGULAR COUNCIL MEETING AGENDA

Tuesday, February 14, 2017

9:00 AM

Council Chambers
Administration Building

#1	CALL TO ORDER	
#2	ADOPTION OF AGENDA	1
#3	MINUTES	
	3.1 Regular Council Meeting minutes held January 24, 2017 – to be adopted.	3
	3.2 Business Arising from the Minutes	
#4	PUBLIC HEARING	
#5	DELEGATION	
#6	BYLAWS	
#7	OLD BUSINESS	
#8	NEW BUSINESS	
	8.1 Implementation of Bill	9
	8.2 Greenview Regional Multiplex Board Terms of Reference	31
	8.3 Canada's 150 th Anniversary – Greenview Grant Program	34
	8.4 Band of Bandits	37
	8.5 Development Guidelines & Municipal Servicing Standards	40
	8.6 Generating for Seven Generations Ltd Proposed Railway Project – Letter of Support	43

	8.7 Letter of Support – Alberta Used Oil Management Association	95
	8.8 Philip J Currie Dinosaur Museum Board Appointment	98
	8.9 Grovedale Commercial Development Deficiencies	100
	8.10 CAO/Managers’ Report	149
#9	COUNCILLORS BUSINESS & REPORTS	
#10	CORRESPONDENCE	
	<ul style="list-style-type: none"> • Oil & Gas Awareness Day • House of Commons • Correspondence form Mr. Koopman • Grande Cache Response Letter • ALARIE Recap & Update • Fox Creek Multi Use Facility Construction Update • Monthly Peace Officer Report • Canadian Postmasters & Assistants Association • TransCanada Project Update 	
#11	IN CAMERA	
	11.1 Local Public Body Confidences <i>(FOIPP; Section 23(1))</i>	
	11.2 Disclosure Harmful to Intergovernmental Relations <i>(FOIPP; Section 21(1))</i>	
	11.3 Disclosure Harmful to Intergovernmental Relations <i>(FOIPP; Section 21(1))</i>	
	11.4 Confidential Evaluations <i>(FOIPP; Section 19(2))</i>	
	11.5 Advice From Officials <i>(FOIPP; Section 24(1))</i>	
#12	ADJOURNMENT	

Minutes of a
REGULAR COUNCIL MEETING
MUNICIPAL DISTRICT OF GREENVIEW NO. 16
M.D. Administration Building,
Valleyview, Alberta, on Tuesday, January 24, 2017

1: Reeve Dale Gervais called the meeting to order at 9:00 a.m.
CALL TO ORDER

PRESENT

Reeve	Dale Gervais
Deputy Reeve	Roxie Rutt
Councillors	Tom Burton(teleconference)
	George Delorme(9:05 a.m.)
	Dave Hay
	Bill Smith
	Dale Smith
	Les Urness

ATTENDING

Chief Administrative Officer	Mike Haugen
General Manager, Corporate Services	Rosemary Offrey
General Manager, Community Services	Dennis Mueller
General Manager, Infrastructure & Planning	Grant Gyurkovits
Communications Officer	Diane Carter
Recording Secretary	Lianne Kruger

ABSENT

#2: MOTION: 17.01.20. Moved by: COUNCILLOR DALE SMITH
AGENDA That the January 24, 2017 agenda be adopted as presented.

CARRIED

#3.1 MOTION: 17.01.21. Moved by: COUNCILLOR BILL SMITH
REGULAR COUNCIL That the Minutes of the Regular Council Meeting held on Tuesday, January 10,
MEETING MINUTES 2017 be adopted as presented.

CARRIED

#3.2 **3.2 BUSINESS ARISING FROM MINUTES:**
BUSINESS ARISING Reeve Dale Gervais question when the requested McAusland Deficiencies
FROM MINUTES would be presented to Council.
CAO Mike Haugen replied that they should be available for the next Regular
Council Meeting.

#5
DELEGATIONS

5.0 DELEGATIONS

5.1 NITEHAWK RECREATION AREA PRESENTATION

NITEHAWK
RECREATION AREA
PRESENTATION

MOTION: 17.01.22. Moved by: COUNCILLOR DALE SMITH
That Council accept the Nitehawk Presentation for information, as presented.
CARRIED

#4
PUBLIC HEARING

4.0 PUBLIC HEARING

There were no Public Hearings presented.

#6
BYLAWS

6.0 BYLAWS

6.1 BYLAW 16-776 ELECTIONS BYLAW

BYLAW 16-776
FIRST READING

MOTION: 17.01.23. Moved by: COUNCILLOR TOM BURTON
That Council give first reading to the proposed Election Bylaw 17-776, as amended.

CARRIED

Reeve Dale Gervais recessed the meeting at 9:52 a.m.
Reeve Dale Gervais reconvened the meeting at 10:04 a.m.

#7
OLD BUSINESS

7.0 OLD BUSINESS

There was no Old Business presented.

#8
NEW BUSINESS

8.0 NEW BUSINESS

8.1 PLANNING ENFORCEMENT IN GROVEDALE

PLANNING
ENFORCEMENT

MOTION: 17.01.24. Moved by: COUNCILLOR DALE SMITH
That Council accept the January 2017 Report regarding the Sellors' concerns,
for information as presented.

CARRIED

GROVEDALE
ENFORCEMENT

MOTION: 17.01.25. Moved by: COUNCILLOR DALE SMITH
That Council direct Administration to proceed with seeking court injunction
regarding the Sellor's development in Grovedale SW-5-70-6-W6M.

CARRIED

MOTION: 17.01.26. Moved by: REEVE DALE GERVAIS

That Council direct Administration to send a letter to Sellor's addressing their concerns outlined in their presentation to Council with regards to the neighboring properties.

CARRIED

8.2 CONTINUING THE CONVERSATION – MGA ONGOING DISCUSSION

CONTINUING THE
CONVERSATION

MOTION: 17.01.27. Moved by: DEPUTY REEVE ROXIE RUTT

The Council direct Administration to submit feedback to the Minister of Municipal Affairs regarding the Continuing the Conversation Discussion Paper, as presented.

CARRIED

8.3 SUSAS CREEK COOPERATIVE SURFACE LEASE

SUSAS CREEK
COOPERATIVE
SURFACE LEASE

MOTION: 17.01.28. Moved by: COUNCILLOR BILL SMITH

That Council approve the transfer of the surface lease within the Susa Creek Cooperative to the Municipal District of Greenview No. 16 from Ikkuma Resources Corporation.

CARRIED

8.4 GRANDE CACHE MEDICAL CLINIC

GRANDE CACHE
MEDICAL CLINIC

MOTION: 17.01.29. Moved by: DEPUTY REEVE ROXIE RUTT

That Council direct Administration to reply to the Grande Cache physician group outlining Greenview's philosophies regarding the proposed Grande Cache Medical Clinic as presented.

CARRIED

8.5 JOINT COUNCIL MEETING

JOINT COUNCIL
MEETING

MOTION: 17.01.30. Moved by: DEPUTY REEVE ROXIE RUTT

That Council advise Administration on which topics they would like to discuss with the Council of Grande Cache, tentatively scheduled for February 7th, 2017.

CARRIED

Councillor Tom Burton disconnected from the meeting at 11:44 p.m.

8.6 2017 WOMEN IN THE NORTH CONFERENCE

2017 WOMEN IN
THE NORTH
CONFERENCE
SPONSORSHIP

MOTION: 17.01.31. Moved by: COUNCILLOR DALE SMITH
That Council provide sponsorship in the amount of \$500.00 to Community Futures for the 2017 Women in the North Conference, with funds to come from the Community Service Miscellaneous Grant.

CARRIED

Councillor Bill Smith vacated the meeting at 11:45 a.m.
Reeve Dale Gervais recessed the meeting at 11:45 a.m.
Reeve Dale Gervais reconvened the meeting at 1:00 p.m.

8.7 19TH ANNUAL SWAN FESTIVAL

19TH ANNUAL
SWAN FESTIVAL

MOTION: 17.01.32. Moved by: COUNCILLOR DALE SMITH
That Council accept the sponsorship request from the Friends of Saskatoon Island and Alberta Parks for the 19th Annual Swan Festival for information.

CARRIED

8.8 SPONSORING COMPUTER TECHNOLOGY BURSARY

SPONSORING
COMPUTER
TECHNOLOGY
BURSARY

MOTION: 17.01.33. Moved by: DEPUTY REEVE ROXIE RUTT
That Council deny the request for Computer Technology Bursary application dated January 6, 2017.

CARRIED

8.9 CAO REPORT

CAO REPORT

MOTION: 17.01.34. Moved by: DEPUTY REEVE ROXIE RUTT
That Council accept for information the CAO Report.

CARRIED

#9
COUNCILLORS
BUSINESS &
REPORTS

9.1 COUNCILLORS' BUSINESS & REPORTS

9.2 MEMBERS' REPORT: Council provided an update on activities and events both attended and upcoming, including the following:

WARD 1

COUNCILLOR GEORGE DELORME updated Council on his recent activities, which include:
Municipal Planning Commission Meeting

WARD 3 **COUNCILLOR LES URNESS** updated Council on his recent activities, which include:
Valleyview Library Board Meeting
Valleyview Multiplex Tour

WARD 4 **COUNCILLOR DAVE HAY** updated Council on his recent activities, which include:
Municipal Planning Commission Meeting
MD of Greenview Master Recreation Plan Advisory Committee Meeting
Committee of the Whole Meeting
Valleyview Multiplex Tour
FCSS Meeting
Heart River Housing Meeting
Water North Coalition Meeting

WARD 7 **DEPUTY REEVE ROXIE RUTT** updated Council on her recent activities, which include:
Grande Prairie Public Library Board Meeting
Municipal Planning Commission Meeting
Crooked Creek Recreation Club Meeting
Valleyview Multiplex Tour
FCSS Meeting
Caribou Youth Centre Workshop

WARD 5 **COUNCILLOR DALE SMITH** updated Council on his recent activities, which include:
Valleyview Seed Cleaning Plant Meeting
Water North Coalition Meeting
Agricultural Services Board Meeting
Valleyview Multiplex Tour

WARD 6 **COUNCILLOR TOM BURTON** updated Council on his recent activities, which include: (electronically submitted)
Municipal Planning Commission
MD of Greenview Master Recreation Plan Advisory Committee Meeting
DeBolt Public Library Meeting
East Smoky Recreation Board AGM and Regular Meeting
Greenview Multiplex Tour
Community Planning Association of Alberta Board Meeting

WARD 8 **COUNCILLOR BILL SMITH**
Not in attendance.

9.1 REEVE'S REPORT:

WARD 2

REEVE DALE GERVAIS updated Council on his recent activities, which include:
Alberta Energy Regulator
Valleyview Multiplex Tour
Fox Creek Library Board Meeting

#10
CORRESPONDENCE

10.0 CORRESPONDENCE

MOTION: 17.01.35. Moved by: COUNCILLOR DALE SMITH
That Council accept the correspondence for information.

CARRIED

#11 IN CAMERA

11.0 IN CAMERA

There was no In Camera presented.

12.0 ADJOURNMENT

#12
ADJOURNMENT

MOTION: 17.01.36. Moved by: COUNCILLOR DALE SMITH
That this meeting adjourn at 2:13 p.m.

CARRIED

CHIEF ADMINISTRATIVE OFFICER

REEVE



REQUEST FOR DECISION

SUBJECT:	Implementation of Bill # 21 – Centralization of Industrial Assessment Presentation		
SUBMISSION TO:	COMMITTEE OF THE WHOLE	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	February 14, 2017	CAO: MH	MANAGER: DD
DEPARTMENT:	CORPORATE SERVICES	GM: RO	PRESENTER: SB
FILE NO./LEGAL:			LEGAL/POLICY REVIEW:
STRATEGIC PLAN:			FINANCIAL REVIEW:

RELEVANT LEGISLATION:

Provincial (cite) – *MMGA – Bill #21*

Council Bylaw/Policy (cite) – *N/A*

RECOMMENDED ACTION:

MOTION: That Council request the Provincial Government to include provisions in the Modernized Municipal Government Act Bill #21 Spring 2017 amendments to provide municipalities with the right to access the information while it is being used to prepare an assessment of Designated Industrial Property within their jurisdiction in order to understand how the assessment was prepared, with provisions to protect confidential information about the industrial property in question.

MOTION: That Council request the Provincial Government to appoint an independent function to audit the Provincial Assessor in preparing assessments on Designated Industrial Property.

BACKGROUND/PROPOSAL:

The background information is attached in a Power Point Presentation prepared by Mr. Barrett with Accurate Assessment Group Ltd. He will be in attendance at Council to present this information and to answer any other questions Council may have regarding centralized assessments.

Within the Power Point information the presenter has noted three (3) areas of concern in relation to the MMGA Bill #21 and they are:

- Access to Information – the assessment group is encouraging Greenview to request an amendment to Bill #21 and the MMGA to allow municipalities the right to access to information while it is being used to prepare an assessment of a designated industrial property within their jurisdiction or in order to understand how the assessment was prepared, with provisions to protect confidential information.

- Independent Audit Function – request the Government create an independent audit function to audit the Provincial Assessor in preparing assessments for Designated industrial Properties on behalf of municipalities;
- Member Associations – they are encouraging the municipality to discuss any further concerns with any of the association representatives.

Based on the concerns noted in the Power Point information, Administration is recommending the two (2) motions above.

OPTIONS/BENEFITS/DISADVANTAGES:

OPTIONS: Other option(s) for Council’s consideration is to accept the presentation as information.

BENEFITS: The benefit(s) of the recommended motion is to ensure that municipality’s industrial assessment concerns may be dealt with in a timely manner instead of waiting for the limited appeal period. Further, an assessment audit function will provide municipality’s with a venue to request an audit of the designated industrial assessments.

DISADVANTAGES: There are no perceived disadvantages to the recommended motion.

COSTS/SOURCE OF FUNDING:

Any activity in relation to the MMGA is covered under the 2017 Approved Operational Budget.

ATTACHMENT(S):

- Accurate Assessment Group Ltd. – Power Point Presentation – Implementation of Bill # 21



***The Modernized Municipal Government Act
(MMGA)***
**Implementation of Bill# 21- Centralization of Industrial
Assessment**

January 17th, 2017



Bill 21 Announcement

The below is an excerpt sent by the Assessment Services Branch to Municipalities and Assessor's across Alberta (December 7, 2016)

- *“I am pleased to inform you that Bill 21, the Modernized Municipal Government Act, was passed in the Legislature on December 6, 2016. One of the significant changes introduced in Bill 21 is the centralization of the assessment for designated industrial property (DIP).”*

- *What does this mean for municipalities?*
- “This change will see the responsibility for the assessment of DIP (see below for the types of properties that will be included) transfer from the municipalities where they are physically located to the new Provincial Assessor within Municipal Affairs.”*





What is Designated Industrial Property (DIP)

Designated Industrial Property (DIP)

- Includes –
 - Facilities regulated by the Alberta Energy Regulator (AER), the Alberta Utilities Commission (AUC) or the National Energy Board (NEB)
 - Including well site machinery and equipment and buildings;
 - Including oil and gas facilities such as batteries, compressor stations, gas plants, etc.
 - Linear property
 - Electric power systems, street lighting systems, telecommunication systems, pipelines, wells, and railway.
 - Property designated as a Major Plant
 - Yet to be identified in the regulations.
 - Properties will be named by the Ministry through a regulation;
 - Approximately 193 facilities (yet to be determined, anticipated to be more), including in-situ oil sands extraction facilities, forest products, oil and gas refineries, electric power generation facilities and petrochemical plants.





Provincial Assessor (DIP)

- **Provincial Assessor (PA)**
 - Will now be responsible for assessment of all Designated Industrial Property.
 - Assessment notices for all DIP to assessed person(s) and to municipality.
 - Assessment complaints for all DIP now go to the Municipal Government Board (NOT the CARB as currently legislated)
 - The Provincial Assessor is yet to be determined, Municipal Affairs may internally appoint a designated person in this capacity. However, it is unknown at this time.



Centralized Industrial Transition (3 Year Phased Approach)

- **Responsibility for the assessment of DIP will transfer from the municipalities where they are physically located to the Provincial Assessor (PA) within Municipal Affairs.**
- **The transition will be implemented in a 3 year phased approach.**
- **An implementation plan has yet to be developed identifying the transition phases, actions and the internal and external resources required.**



Transition Plan – Phase 1 (Year 2017)

January 2017 – Municipal Affairs assumes responsibility of the DIPs

- Collaborating with municipalities and tax payers to access DIP data.
- Overseeing municipal assessors in the preparation of the assessments for 2018 taxation.
- Municipal Affairs will send the first DIP assessment roll and notices to municipalities and assessed property owners by February 28, 2018.
- Planning within the department to accommodate the new business area.
- Planning for the review of the regulated valuation models.
- Hiring new staff and plan for acquisition or development of a long term IT solution.





Transition Plan – Phase 2 (Year 2018)

January 2018 – Municipal Affairs business integration of the DIPs

- **Internal staff/contract resources assist the PA to prepare the assessment.**
- **Continued collaboration to acquire and verify property inventory data.**
- **Training for those being brought in to prepare assessments.**
- **Acquire a long term information technology solution.**
- **Review of the regulated assessment models.**



Transition Plan – Phase 3 (Year 2019)

January 2019 – Municipal Affairs has full responsibility for the DIP assessments

- **The PA will have complete control of the entire DIP inventory.**
- **Optimize the assessment process and improve efficiencies within the system.**
- **Validate the data received from the municipality.**
- **Depending on the stage of acquisition of the long term IT solution, some or all of the new regulated assessment models may be implemented.**



Managing the Transition

- **Three transitional committees have been established to:**
 - **Provide expert advice**
 - **Assist with transitional activities**
 - **Provide technical advise and assistance with stakeholder relationships**
- **The 3 recently formed MA Committees are:**
 - 1. Executive Advisory Committee- Chairperson Meryl Whittaker, ADM**
 - 2. Technical Advisory Committee- Chairperson Chris Rising, Director of Linear**
 - 3. Municipal Affairs Internal Implementation Team**



Transitional Committees (Executive)

- **Executive Advisory Committee**
 - **Comprised of executives from major industry and municipal groups.**
 - **Provides feedback and advice on the project to the ADM.**
 - **Comprised of 2 Industry Members & 2 Municipal Members (Laurie Danielson; NCIA, Ben Brunnen; CAPP, Rob Coon; Strathcona County, Luc Mercier; Woodlands County).**
- **Anticipate the first meeting to occur in February 2017.**



Transitional Committees (Technical)

- **Technical Advisory Committee**
 - **Comprised of assessors from municipalities and industry, as well as internal Assessment Services Branch staff.**
 - **Will address process and data issues.**
 - **Ray Fortin has been appointed to this committee, along with 4 other Assessor's in Alberta & 5 other Industry representatives.**
 - **First meeting scheduled to occur January 16, 2017.**



Transitional Committees (Municipal Affairs)

- **Municipal Affairs Internal Implementation Team**
 - Responsible to gather internal resources necessary to establish the new business area.
 - Provides the mechanism to address barriers.
 - Will address cross-boundary issues.



Municipal Affairs Next Steps

To Date:

- December 2016 – High level message to CAOs and assessors announcing the approval of the transition to centralized assessment (Email dated December 7, 2016).
- December 2016 – A secondary email was sent to all municipal CAOs as a survey to inquire about the computer system used, any assessment contracts, and other information (Due by January 31, 2017).

Moving Forward:

- From January 2017 – Contact CAOs and appointed assessors; individually, at regional engagement sessions and by phone.



MD of Greenview Proposed Next Steps (Protecting Municipalities)

1. Access to Information- Request that access to DIP assessment information be established as an amendment to Bill #21 and the MMGA.
2. Independent Audit Function- Request the creation of an independent audit function (independent of the Government) to audit the DIP assessments on behalf of municipalities.
3. Member Associations- We encourage your municipality to discuss any further concerns with association representatives.



1. Access to Information

1. Request that access to DIP assessment information be established as an amendment to Bill #21 and the MMGA

Currently, there are no provisions in Bill #21 MMGA to allow municipalities future access to information on a DIP assessment.

- Concerns arise in that this information may only be accessed after the assessment has been prepared. An appeal may be required by the municipal assessor in order to analyze the information utilized to create the assessment. In effect the municipal assessor will only be given 60 days to determine if that assessment prepared by the PA is in accordance with the legislation and regulations

Proposed Option

- Include provisions in the MMGA Bill #21 Spring 2017 amendments to provide municipalities with the right to access the information while it is being used to prepare an assessment of DIP property within their jurisdiction or in order to understand how the assessment was prepared, with provisions to protect confidential information about the industrial property in question.



MuniSight™



2. Independent Audit Function

2. Request the creation of an independent auditor function (independent of Municipal Affairs) to audit the PA DIP assessments on behalf of municipalities

Currently, Municipal Affairs believes that this role be served by the Auditor General (as spoken by Meryl Whittaker, ADM). A problem is that the Auditor General has no technical knowledge of Assessment and may only audit procedures and practices of the PA and not the detail technical assessment procedures and practices

- The ADM has now stated that they may reconsider the role of the Auditor General as they now understand these issues to be more complex. Most recently municipalities and industry have requested that a more detailed audit of assessment technical knowledge will be necessary.

Proposed Option

- Appoint an independent function to audit the PA in preparing assessments on DIP property.





3. Member Associations

3. We encourage your municipality to discuss any further concerns with the following association representatives:

- Alberta Assessors Association (AAA) - Laurie Hodge or Ray Fortin; Accurate Assessment Group Ltd.
- AAMDC (Kim Heyman; Gerald Rhodes)
- ARMAA (Tyler Lawrason, Luc Mercier)
- Municipal Affairs (Meryl Whittaker, Steve White and Chris Risling)



QUESTIONS?





Thank You



REQUEST FOR DECISION

SUBJECT: **Greenview Regional Multiplex Board Terms of Reference**
SUBMISSION TO: REGULAR COUNCIL MEETING REVIEWED AND APPROVED FOR SUBMISSION
MEETING DATE: February 14, 2017 CAO: MH MANAGER:
DEPARTMENT: COMMUNITY SERVICES GM: DM PRESENTER: DM
FILE NO./LEGAL: LEGAL/POLICY REVIEW:
STRATEGIC PLAN: FINANCIAL REVIEW:

RELEVANT LEGISLATION:

Provincial (cite) – N/A

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That Council adopt the Greenview Regional Multiplex Board Terms of Reference as presented.

BACKGROUND/PROPOSAL:

The Greenview Regional Multiplex Board Terms of Reference clearly defines the governance of the board as well as the rules and responsibilities of the membership. The Terms of Reference were presented for information at the February Greenview Regional Multiplex Meeting. The board reviewed and unanimously recommended the Terms of Reference to the respective Councils for adoption.

The Greenview Regional Multiplex Board will act as the governing board on all policy matters pertaining to the respective Council’s philosophies regarding the operations, maintenance and functions associated with the Greenview Regional Multiplex.

OPTIONS/BENEFITS/DISADVANTAGES:

OPTIONS: Council has the option to approve, alter or deny the Greenview Regional Multiplex Board Terms of Reference.

BENEFITS: The benefit of adopting the Greenview Regional Multiplex Board Terms of Reference is that the Greenview Regional Multiplex Board will have a clear governance structure and mandate.

DISADVANTAGES: There are no perceived disadvantages to adopting the Greenview Regional Multiplex Board Terms of Reference.

COSTS/SOURCE OF FUNDING:

N/A

ATTACHMENT(S):

- Greenview Regional Multiplex Board Terms of Reference



Valleyview Multiplex Board Terms of Reference

Purpose

The Greenview Regional Multiplex Board will act as the governing board on all matters pertaining to the operations, maintenance and functions associated with the Greenview Multiplex.

Membership

1. The Valleyview Multiplex Board shall consist of seven (7) voting member:
 - Two (2) elected officials from Greenview Council
 - Two (2) elected officials from the Town of Valleyview Council.
 - Three (3) members–at-large with two (2) members appointed by Greenview and one (1) member appointed by the Town of Valleyview.
 - Non-voting members may consist of the Chief Administrative Officers or their appointed designates from the respective municipalities as well as the appointed Multiplex Facility Manager.

Structure

1. The chairman and vice chairman of the Greenview Multiplex Board shall be selected at the annual organization board meeting.
2. The respective municipalities shall appoint an alternate elected official as a board member.
3. The quorum of the Greenview Multiplex Board shall consist of four (4) members with a minimum of one (1) elected official from each municipality.
4. Voting members shall be appointed at the respective municipality's organizational meetings.
5. Greenview Multiplex Board Meetings shall be held at the call of the board chairman.

Responsibilities

1. The Greenview Multiplex Board shall recommend to Greenview and the Town of Valleyview Councils an annual capital and operational budget.
2. The Greenview Multiplex Board shall establish and review any policies regarding the operations, maintenance and functionality of the Greenview Multiplex, in accordance with the philosophies established by Greenview and the Town of Valleyview Councils.
3. The Greenview Multiplex Board shall not be involved in the day to day operations of the Facility and shall not be responsible for delivery of project or programs related to the Facility.

Reporting

1. Minutes of the Greenview Regional Multiplex Board meetings shall be recorded and submitted to the respective municipalities.

Greenview and the Town of Valleyview Councils may amend the Terms of Reference by written agreement as required.



REQUEST FOR DECISION

SUBJECT:	Canada's 150th Anniversary – Greenview Grant Program		
SUBMISSION TO:	REGULAR COUNCIL MEETING	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	February 7, 2017	CAO: MH	MANAGER:
DEPARTMENT:	CAO SERVICES	GM:	PRESENTER: MH
FILE NO./LEGAL:			LEGAL/POLICY REVIEW:
STRATEGIC PLAN:			FINANCIAL REVIEW:

RELEVANT LEGISLATION:

Provincial (cite) – N/A

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That Council approve \$150,000 to be allocated towards a special municipal Canada 150 Grant Program with funds to come from the 2017 Community Services Misc. Grant Program.

BACKGROUND/PROPOSAL:

Canada will celebrate its 150th anniversary of Confederation on July 1, 2017. Greenview has been involved with a working group including the County of Grande Prairie, the City of Grande Prairie, Grande Prairie Tourism, and a number of surrounding communities focusing on Canada 150 activities within our areas.

Many smaller communities, groups and organizations have been planning their Canada 150 activities for a long time, and through the meetings it was learned that Grande Prairie County was looking to offer a grant program to support activities and programs within the county focused on Canada's 150th Anniversary, rather than specifically organizing activities themselves.

Given Greenview's expanse and diverse communities, Administration is recommending that a program similar to the County's be adopted instead of actually planning municipal celebrations in isolation. A grant program focused on supporting our local communities, groups, and organizations would increase activities in the region and enable a number of activities and programs to celebrate Canada 150 throughout the entire year.

Administration recommends the following goals and objectives for the grant program:

GOAL: to create opportunities for Greenview residents to participate in activities that contribute to building a sense of pride and attachment to Canada.

OBJECTIVES:

Greenview will support activities that:

- Provide Greenview residents with **opportunities** to actively participate and/or celebrate together, promoting and building a deeper understanding of Canada, its people, and what it means to be Canadian.
- **Encourage participation** in community initiatives, activities and events to mark the 150th anniversary of Confederation.
- **Recognize and promote** exceptional Canadian people, places, and events that shape our communities, Municipal District, and our country.
- **Build** vibrant and healthy communities with the broadest possible engagement of all Canadians, including indigenous peoples, groups that reflect our pluralism, official language minorities, and youth.

OPTIONS/BENEFITS/DISADVANTAGES:

OPTIONS: Council has the option to:

1. Designate \$150,000 from the Community Grant budget to be used towards a Canada 150 Grant Program
2. Allocate a different amount of funds for this grant program
3. Do not approve the development of this grant program

BENEFITS: The benefits of having a Canada 150 Grant Program is that Greenview can support our local groups and organizations and encourage them to celebrate Canada's 150th Anniversary by creating programs and activities in their communities. This could increase celebrations in the region and enable a number of activities to celebrate Canada 150 throughout the entire year.

DISADVANTAGES: The disadvantage of having a Canada 150 Grant Program is that there would be a significant amount of money used from the 2017 Community Grant budget that would no longer be available for other grant applications.

COSTS/SOURCE OF FUNDING:

\$150,000 would be allocated from the 2017 Community Services Miscellaneous Grant budget.

ATTACHMENT(S):

- Draft Greenview Canada 150 Grant Program Fact Sheet



GREENVIEW CANADA 150 COMMUNITY GRANT

Creating an opportunity for Greenview residents to participate in activities that contribute to building a sense of pride and attachment to Canada



Canada's 150th anniversary of Confederation in 2017 is a historic moment with the power to bring people and places together as we dream big about our communities and our country.

It's a chance to encourage all Canadians to contribute to their communities in a way that will foster a greater sense of belonging, support meaningful reconciliation and leave a lasting legacy now and for future generations. It allows us to connect with our past, celebrate who we are, honour our exceptional achievements, and build a legacy for tomorrow.

GREENVIEW WILL SUPPORT ACTIVITIES THAT:

Provide Greenview residents with **OPPORTUNITIES** to actively participate and/or celebrate together, promoting and building a deeper understanding of Canada, its people, and what it means to be Canadian.

Encourage **PARTICIPATION** in community initiatives, activities and events to mark the 150th anniversary of Confederation.

RECOGNIZE and **PROMOTE** exceptional Canadian people, places, and events that shape our communities, Municipal District, and our country.

BUILD vibrant and healthy communities with the broadest possible engagement of all Canadians, including indigenous peoples, official language minorities, and youth.

Timelines:

- First intake: March 25, 2017
- Final Intake: October 15, 2017
- Application deadline is the 15th of each month from March to October 2017
- Funding notifications will be provided within 6 weeks of monthly deadline application submitted
- Greenview Canada 150 projects must be completed before December 31, 2017

Funding Available:

A total of \$150,000 will be available to eligible groups and organizations within the MD of Greenview (including the Towns of Valleyview, Fox Creek, and Grande Cache).

Eligible projects:

- Projects must support at least one of the four objectives
- Celebratory or commemorative activities and events
- Community building activities and events
- Sport and active-living activities and events
- Plaques, monuments, and permanent installations
- Ceremonies for site dedications
- Interpretive programming and tours
- Learning materials and activities
- Large-scale artwork projects
- New Canada 150 fairs and festivals
- Specific Canada 150 programming added to regular or recurrent fairs and festivals
- Project eligibility will be based on the standards set out in the MD of Greenview Grant Application Instructions

Ineligible projects:

- Projects that do not demonstrate any of the four objectives
- Ongoing projects
- Infrastructure projects
- Projects designed as fundraising purposes, or that generate a profit
- Any activity taking place outside of the MD of Greenview
- Ineligible projects as listed in the MD of Greenview Grant Application Instructions

Canada 150 presents a unique opportunity for Greenview to join all Canadians as we recognize this national milestone.

For More Information or To Apply:

MD of Greenview Community Grant Program ATT: Tara Zeller, Grande Cache Community Coordinator, Grande Cache Sub Office
Phone: 780-524-6029 Email: tara.zeller@mdgreenview.ab.ca 36 www.greenview.ab.ca



REQUEST FOR DECISION

SUBJECT: **Band of Bandits**

SUBMISSION TO: REGULAR COUNCIL MEETING REVIEWED AND APPROVED FOR SUBMISSION

MEETING DATE: February 14, 2017 CAO: MH MANAGER:

DEPARTMENT: COMMUNITY SERVICES GM: DM PRESENTER: DM

FILE NO./LEGAL: LEGAL/POLICY REVIEW:

STRATEGIC PLAN: FINANCIAL REVIEW:

RELEVANT LEGISLATION:

Provincial (cite) – N/A

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That Council deny the request from the Harry Gray Band of Bandits for a band camp donation.

BACKGROUND/PROPOSAL:

The Harry Gray Band of Bandits group is requesting funding to assist in sending Grade 5/6 students to band camp in Caroline, Alberta. The group submitted a 2017 Community Grant Application in the amount of \$6,000.00 as to attend a band camp in Busby, Alberta. Council has denied the previous request for funding.

OPTIONS/BENEFITS/DISADVANTAGES:

OPTIONS: Council has the option to approve or deny the request from the Harry Gray Band of Bandits for a band camp donation.

BENEFITS: The benefit of denying the request from the Harry Gray Band of Bandits for the band camp donation is that it will be consistent with the decision made for the 2017 Community Grant Application that they submitted.

DISADVANTAGES: There are no perceived disadvantages to the recommended motion.

COSTS/SOURCE OF FUNDING:

N/A

ATTACHMENT(S):

- Band of Bandits – Band Camp Donation Request Letter

February 1, 2017

MD of Greenview #16
Box 1079
Valleyview, AB
T0H 3N0

RE: Band Camp Donation
Harry Gray Band of Bandits

To Whom It May Concern:

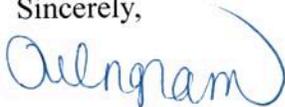
I am writing this letter to kindly request a donation to help pay for bussing to send the Grade 5/6 Harry Gray Elementary Band to Band Camp in March this year. In previous years the kids have went to Camp Nakamun in Busby, AB, however this year because of conflicting dates with Grande Prairie Music Festival they are unable to attend.

In order to give the kids the experience of band camp, in which they all look forward to, we are considering sending them to Camp Caroline in Caroline, AB. This camp is located further and travel costs will be significantly higher. We do collect payment from students but like to keep it at a reasonable amount in order for all the kids to attend. We are asking if you would like to help us make this happen.

If you have any other questions or require more information, please contact the undersigned at 780-552-6443 or shrimpbug@hotmail.com.

Thank you for taking the time to read our letter and we look forward to hearing from you.

Sincerely,



Melanie Ingram
Band of Bandits President



REQUEST FOR DECISION

SUBJECT: Development Guidelines & Municipal Servicing Standards
SUBMISSION TO: REGULAR COUNCIL MEETING REVIEWED AND APPROVED FOR SUBMISSION
MEETING DATE: February 14, 2017 CAO: MH MANAGER:
DEPARTMENT: INFRASTRUCTURE & GM: GG PRESENTER: GG
PLANNING/PLANNING & DEVELOPMENT
FILE NO./LEGAL: LEGAL/POLICY REVIEW:
STRATEGIC PLAN: FINANCIAL REVIEW:

RELEVANT LEGISLATION:

Provincial (cite) N/A

Council Bylaw/Policy (cite) N/A

RECOMMENDED ACTION:

MOTION: That Council table the draft 2017 version of the Development Guidelines and Municipal Servicing Standards for the Municipal District of Greenview No. 16 until the Regular Council Meeting of February 28th, 2017.

BACKGROUND/PROPOSAL:

The draft version of the Development Guidelines and Municipal Servicing Standards is being introduced to Council. Administration notes that the draft document is not in a finalized form recommended for Council approval. The draft contains some grammatical and other errors/omissions that need to be addressed before Council adoption takes place, as well as some areas where further clarity would be of benefit.

The 2017 draft revised edition of the Development Guidelines & Municipal Servicing Standards was formerly known as the Engineering Design & Construction Standards. The title change recognises the Planning & Development Guidelines in the document with the Municipal Serving Standards providing a representative meaning to the information being provided.

The first version of the document was created in 2009 with the permission of Parkland County who supplied the bulk of the information. Since then, revisions of Greenview's document have reflected influence from Sturgeon County, County of Wetaskiwin, County of Grande Prairie, Red Deer County, and Regional Municipality of Wood Buffalo. The latest additions and alterations to this living document reflect changes to development guidelines and municipal servicing standards or Greenview's minimum standard. The document

is in place to set the structure for Greenview’s development procedures and provide guidance to developers, developer’s consultants, the Municipal District of Greenview, or other agencies working in Greenview.

There were numerous text changes within the revised 2017 document but most of the major proposed revisions to the document are listed below and will be highlighted by Administration:

A. Section 1.1 Background, Definitions & Acronyms

1. Added several new “definitions” as provided by Administration

B. Section 1.2 Planning and Development Policy

1. Added 1.2.1 Application of Municipal Servicing Standards.
2. Added 1.2.3 Approvals with list of possible approvals / permits.
3. Removed MD responsibilities.
4. Modified 1.2.4 Developer’s responsibility.
5. Modified 1.2.5 Development Procedure.
6. Added 1.2.6 Pre-application Meeting.
7. Modified 1.2.7 Application Process.
8. Added 1.2.7.3 Preliminary Conceptual Plan and Design Brief.
9. Modified Approval Process Flowchart.

C. Section 2.0 Engineering Plans and Drawings

1. Modified wording in several sections.

D. Section 7.0 Roadway Systems

1. Added 7.2.2 Farm Access / Approach classification.
2. Modified 7.3.1 wording.
3. Created and added “Roadway – Basic Design Parameters” chart, Table 7.1
 - a) Information compiled from previous table (Greenview), Alberta Transportation designation table and Regional Wood Buffalo.
4. Modified wording in several sections.
5. Modified drawings 7.1 to 7.6
6. Modified drawing 7.17 (approach) to include rip rap details and adjust wording to match text.

E. Added Section 9.16 Noise Attenuation

1. Reviewed research provided by MD and conducted own research on noise mitigation measures.
2. Prepared paragraph write-up on noise attenuation strategies / requirements.

F. Section 10.0 Low Impact Developments

1. Added new section for Low Impact Developments.
 2. Added new drawings 10.1 (same as figure 7.17 except with actual measurements for residential approaches). This drawing would act as a standalone document (pull out) if the Development Officer deemed the proposed development as low impact.
-

OPTIONS/BENEFITS/DISADVANTAGES:

OPTIONS: Council may choose to adopt the revised standards. This is not recommended as they are only in draft form.

BENEFITS: The benefit of the recommended motion is that Council will be afforded more time to review the proposed standards and the draft document can be produced in a more final form.

DISADVANTAGES: There are no perceived disadvantages to the recommended motion.

COSTS/SOURCE OF FUNDING:

N/A

ATTACHMENT(S):

- Draft Development Guidelines & Municipal Servicing Standards (hardcopy provided)



REQUEST FOR DECISION

SUBJECT:	Generating for Seven Generations Ltd Proposed Railway Project – Letter of Support		
SUBMISSION TO:	REGULAR COUNCIL MEETING	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	February 14, 2017	CAO: MH	MANAGER:
DEPARTMENT:	CAO SERVICES	GM:	PRESENTER:
FILE NO./LEGAL:			LEGAL/POLICY REVIEW:
STRATEGIC PLAN:			FINANCIAL REVIEW:

RELEVANT LEGISLATION:

Provincial (cite) – N/A

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That Council direct Administration to send a Letter of Support to Generating for Seven Generations Ltd (G7G) for the proposed Alberta to Alaska Railway Project.

BACKGROUND/PROPOSAL:

At Councillor Hay's request Administration contacted G7G regarding their attendance at a future Council meeting. G7G expressed to Administration that in order to attend they would require all travel expenses financed. In lieu of attending a Council meeting, G7G sent all pertinent information regarding the Alberta to Alaska Railway Project to Administration.

The Alberta to Alaska Railway will carry bitumen and petroleum products between Fort McMurray and tidewater at the Port of Valdez, Alaska. The railway will not, at any point, run through Greenview boundaries.

G7G has a Memorandum of Understanding to finance the entire project (\$27 billion Canadian), but now is in need of a support letter from the Federal Government to have the funder begin the approval process. A letter of support from Greenview may aid the process to obtain a letter from the Federal Government.

The Alberta to Alaska Railway Pre-Feasibility Study has been completed by the Van Horne Institute and is attached for your information.

Transport Canada has reviewed the pre-feasibility study and is now in the process of signing off on the proposal.

G7G has received support letters from Big Lakes County, Mackenzie County and Ft. McMurray First Nation, and are currently waiting for a support letter from the Prime Minister's Office so that they can proceed to the next stage. In correspondence with G7G, Administration has learnt that in G7G's recent trip to China, a China partnership and commitment to fund the railway project has been acquired.

OPTIONS/BENEFITS/DISADVANTAGES:

OPTIONS: Other options for Council's consideration is to not send a Letter of Support to G7G for the Alberta to Alaska Railway.

BENEFITS: Even though no part of the proposed route is in Greenview, providing a letter would demonstrate Greenview's support for activities that help move Alberta commodities to market.

DISADVANTAGES: There are no perceived disadvantages to the recommended motion.

COSTS/SOURCE OF FUNDING:

There are no perceived costs to the recommended motion.

ATTACHMENT(S):

- NTAB Presentation
- Alberta to Alaska Pre-Feasibility Study



Generating for Seven Generations

All Commodity Rail Transport to and from Northern Pacific Tidewater

Presented November 14, 2016

Northern Transportation Advocacy Bureau

Dedicated to Alternative Solutions for the benefit of all



DISCLAIMER

These materials and the information herein are proprietary to, and may not be reproduced, disseminated or referred to, in whole or in part without the prior unanimous consent of the Board of Directors of Generating for Seven Generations ("G7G").

These materials have been prepared exclusively for the person or entity to which such materials are delivered and may not be used for any purpose other than as authorized in writing by G7G.

G7G assumes no responsibility for verification of the information in these materials, and no representation or warranty is made as to the accuracy or completeness of such information.

G7G assumes no obligation to correct or update these materials.



Generating for Seven Generations

THE PARTNERS

KEMERER, Ward Ward has been in the Renewable Energy business in British Columbia for over twenty five years, being a founding Director of the Independent Power Producers Association of BC. Ward's early stage prospecting work has led directly to over 60 MW of operating small hydro plants and another 80 MW permitted and in pre-construction with BC Hydro PPAs. Ward then began to prospect for Wind Energy potential. Since 2001, Ward has studied and secured some of the best potential sites available in BC and Alberta. Ward is dedicated to Environmental concerns and the introduction of innovative clean Business Practices in the Energy Sector.

VICKERS, Matt (Gunaatsk) Matt specializes in establishing links in cross-cultural business environments. He has a successful track record of matching Aboriginal with non-Aboriginal potential business partners. Matt's in-depth knowledge of the Aboriginal market stems from his First Nation roots (Tsimshian/Heiltsuk & Haida) and his extensive work with Aboriginal communities in areas of organizational reviews; business plan development; feasibility studies; roles and responsibility training for elected leaders and staff; five year funding agreements; policy development; board training, as well as goals and objectives setting sessions. Matt's dedication to institutions of higher learning includes: a founding board member of the University of Victoria's Administration of Aboriginal Government certificate program; the University of British Columbia's advisory board for their Bachelor of Commerce program and a founding member of the Chinook Program; Simon Fraser University's Presidents Advisory Board and the Banff Centre's Advisory Council as well as Head of Faculty for their Principles and Practice of Good Governance Program since 2000. Matt has been recognized with several awards for his performance in business and for his passionate support of diversity in the workplace.

WILSON, Len Len has spent most of his working life in Management with almost twenty years as General Manager with an Alberta Manufacturing Company that specializes in the innovation, design, production and distribution of Forestry Equipment. After the successful sale of his personal project to Caterpillar, and looking for a rewarding change, Len began to focus on the needs of Canadian Aboriginals. To this end, Len holds the honour of being the only non-Aboriginal to complete the necessary courses at the Banff Centre to receive his Certificate of Aboriginal Leadership, Governance and Management Excellence. It was during his Banff Centre training that Len decided to focus on what he and Ward have dubbed the Aboriginal Energy Ownership Initiative. This Initiative is designed to introduce Renewable Energy opportunities and training within the Aboriginal Traditional Territories complete with an equity stake for the Community.



TRUE PARTNERSHIP

FIRST NATIONS and TRIBES :

G7G is dedicated to “making a difference” for the general population and for Mother Earth. The best way to achieve this is to collaborate with the original stewards of the land since time immemorial ... the **First Nations in Canada and Tribes in Alaska**. G7G has the traditional and cultural knowledge to adequately inform and then consult with the First Nations and Tribes that will be affected by the Project. In the spirit of true accommodation, the directly affected First Nations and Tribes will hold a 50% equity position in the Project. To this point G7G has received many Letters of Support from the Indigenous Leadership for the Project as presented over the years since the concept. Included in the letters are “Resolutions” from the Territories that both ends of the railway are in ... the Treaty 8 First Nations of Alberta and the Tanana Chiefs Conference in Alaska. The G7G Railway Project has also received an Assembly of First Nations National Resolution ... representing all of the First Nations across Canada.

This relationship needs to be updated immediately with positive information from the Federal Government in order to maintain this favourable position. All First Nations are being asked to join the “treaty alliance against oil sands expansion”. G7G has the alternative solution “the clock is ticking”.



INSTITUTE INVOLVEMENT

VAN HORNE INSTITUTE:

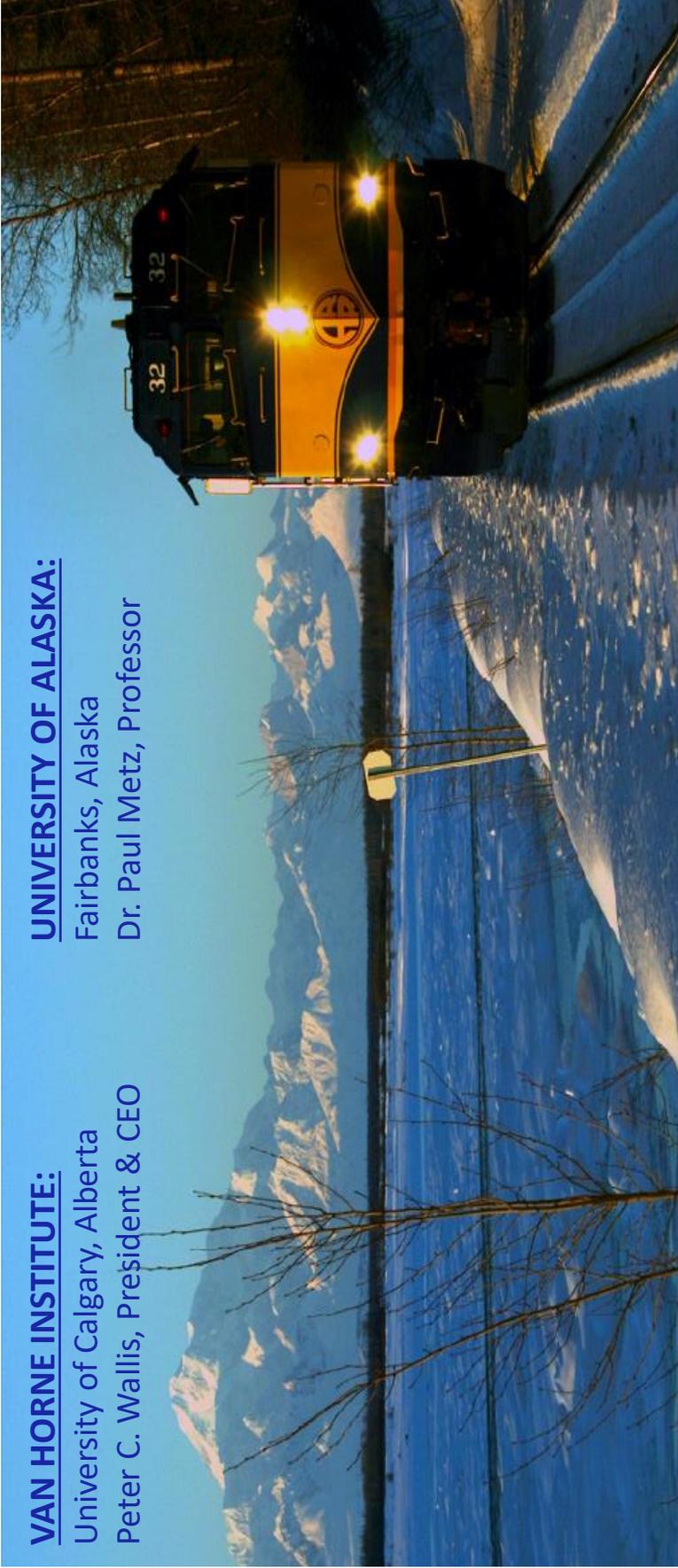
University of Calgary, Alberta

Peter C. Wallis, President & CEO

UNIVERSITY OF ALASKA:

Fairbanks, Alaska

Dr. Paul Metz, Professor





GOVERNMENT SUPPORT AND INTEREST

Quotes from the letter to G Seven Generations Ltd. from the Government of Alberta – Department of Energy

“the Government of Alberta **was approached by G Seven Generations Ltd. (G7G) with a proposal to do a feasibility study of a railway from Alberta to Alaska.** This railway would provide potential additional market access for oil from Alberta to the existing operating port in Valdez, Alaska. The rail line would also allow movement of other products to and from Alaska, the Yukon, and British Columbia, and connections to other provinces and into the lower 48 United States.”

“The Government of Alberta has provided a grant of \$1.8 million to the Van Horne Institute to allow them to work with G7G, the project proponents and with the University of Alaska, Fairbanks, Michigan Tech, and other organizations or companies on the potential routing, cost, and business case for such a railway. The Van Horne Institute will provide the information they obtain to the Government of Alberta and other stakeholders.

This information will include a feasible route description and initial cost of facilities. It will also include an assessment of the potential for oil, mineral, and other products that could be exported and imported via this line.”

The Van Horne Institute report brief, feasibility study and appendices are available at: <http://www.vanhorneinstitute.com/research-and-education/presentations/alberta-alaska-railway-study-appendices/>



SOCIAL LICENSE IS NOW A PRE-CONDITION FOR MAJOR INFRASTRUCTURE DEVELOPMENT

- **What is social license?**
 - Early engagement and broad support among First Nations, Tribes and other affected communities
 - “Duty to Consult and Accommodate” – where a government decision may affect Aboriginal and treaty rights, the Crown is required to consult with potentially affected First Nations, minimize infringement on Aboriginal and treaty rights, and address the potential effects through accommodation, as interpreted by Canadian courts.
 - The Tribes in Alaska adhere to the Alaska Native Claims Settlement Act and due diligence needs to be followed to ensure Alaska Tribes rights are honored.
 - Public support for development , taking into account socio-economic and environmental impacts
 - Social license is a necessary condition for securing major infrastructure project approvals across North America.
 - This is also summarized by the World Energy Council’s stated goals of “accessibility, availability and acceptability”



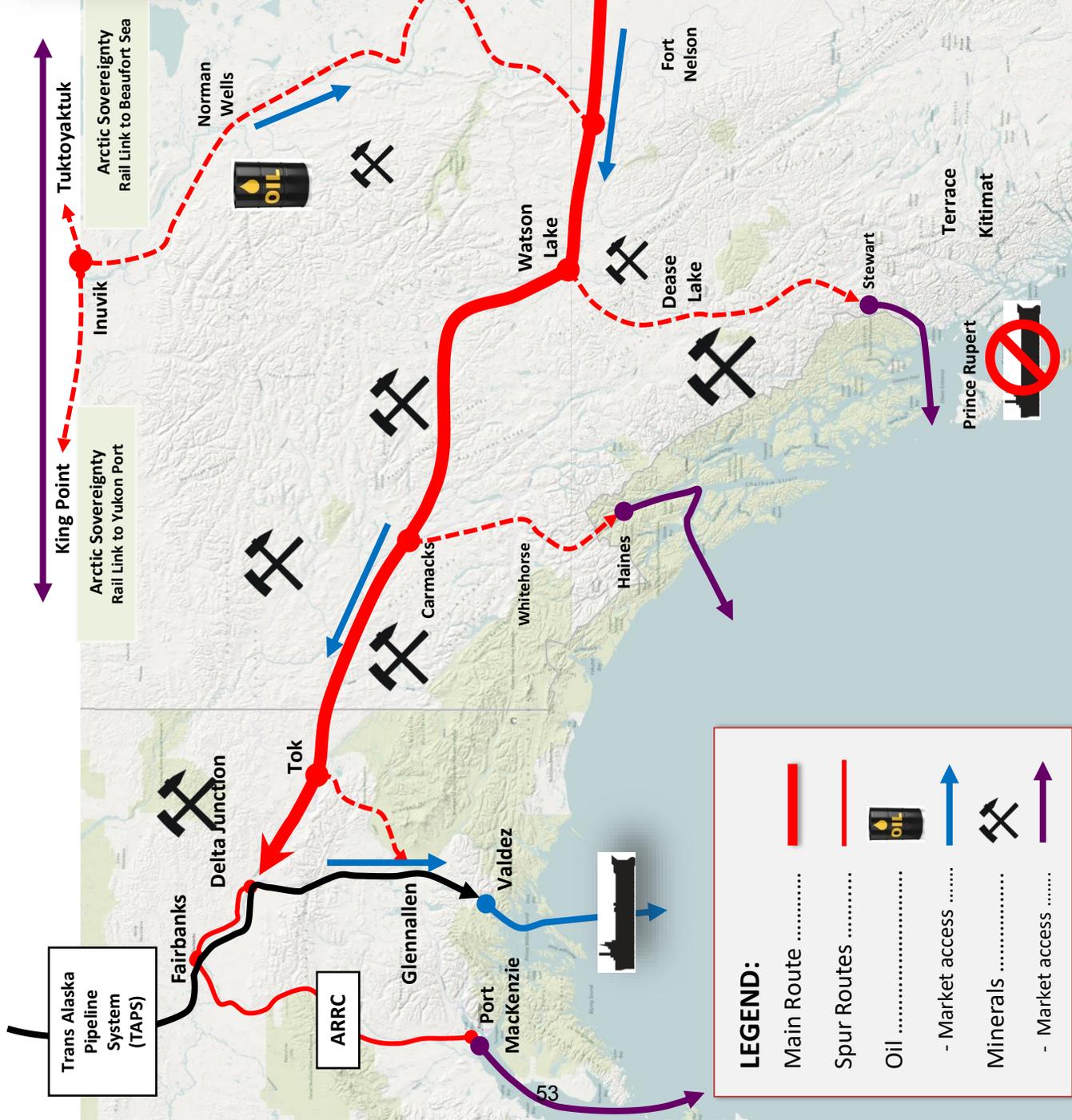
A FIRST NATION/TRIBE SUPPORTED PROPOSAL COMPLETE WITH EQUITY INVOLVEMENT

Community Consultation

- G7G’s indigenous initiative lays out a precedent-setting approach to aboriginal consultation and accommodation.
- G7G has met with the leadership of the First Nations/Tribes, villages and communities along the proposed project route, already receiving letters of support for the concept as proposed.
- Along with the aboriginal communities; all of the other community stakeholders will be consulted as part of this work element.
- G7G expects this critical element to be an approximately one year process per community, performed simultaneously.
- G7G will use the following criteria as a guideline:

Vickers and Associates

*Summary of Best Practices for First Nations
in Consultation and Accommodation*

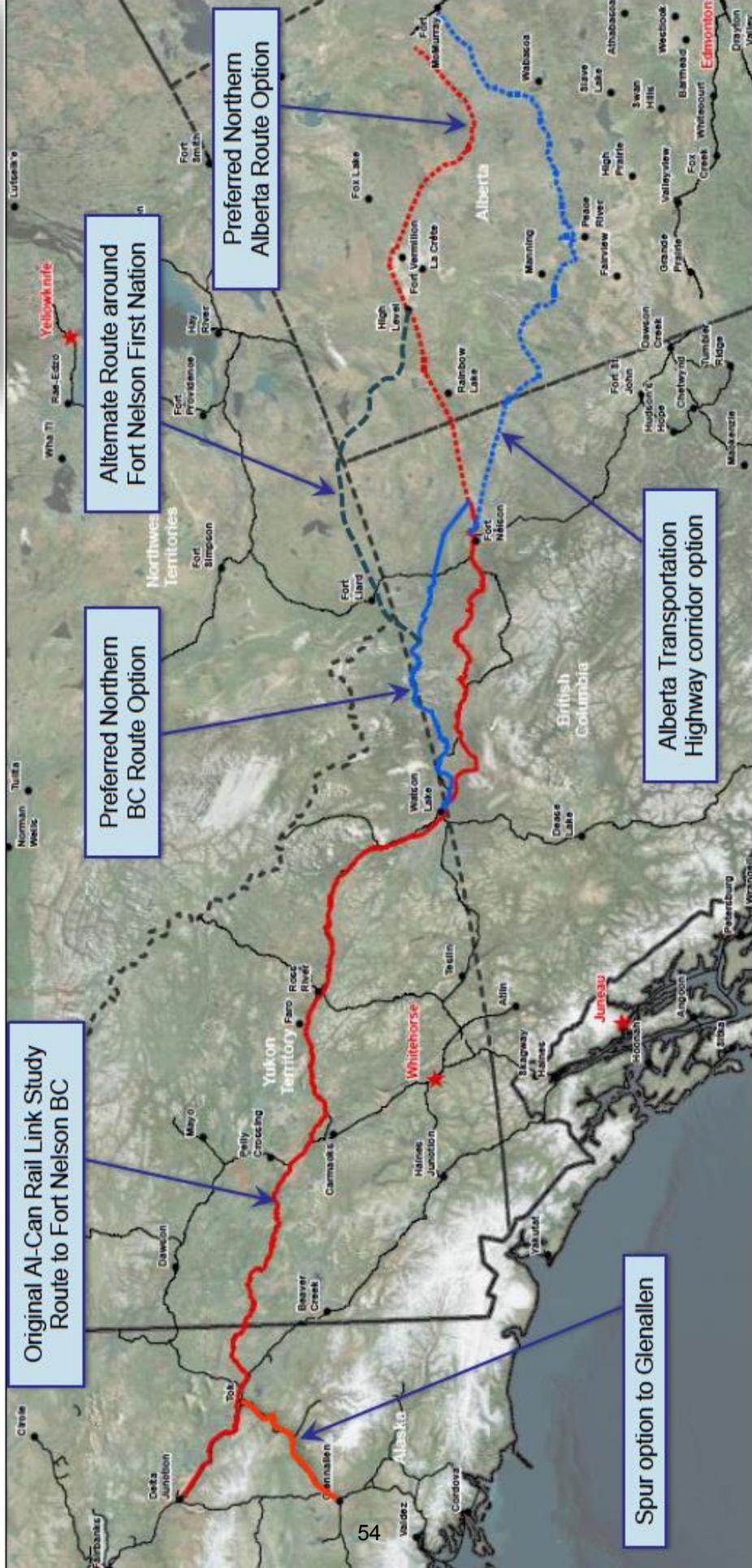


LEGEND:

- Main Route
- Spur Routes
- Oil
- Market access
- Minerals
- Market access

- Saskatchewan
- oil
 - potash
 - grain
 - lumber

THE OPTIONS



Original Al-Can Rail Link Study Route to Fort Nelson BC

Preferred Northern BC Route Option

Alternate Route around Fort Nelson First Nation

Preferred Northern Alberta Route Option

Spur option to Glenallen

Alberta Transportation Highway corridor option



BENEFITS

The Benefits for First Nations/Tribes:

1. Recognition – Rights and Title
2. Respect – early engagement
3. Relationship – personally informed
4. Partnership – 50% equity/profit sharing
5. Employment Opportunities
 - construction
 - operation
 - maintenance
 - training
 - management



BENEFITS

The Benefits of this Project for Alberta :

1. Unlock the bottleneck for transporting Canadian oil, minerals and other commodities to offshore markets
2. Accelerated increase of royalty and tax revenues
3. Economic hauling, export and import of all commodities
4. Increase long term and permanent employment
5. Positive impact on stakeholder relationships
6. Enhance environmental reputation



BENEFITS

The Benefits of this Project for Alaska :

1. Connection to the rail network of North America, specifically to the Lower 48 States.
2. Enhance utilization of infrastructure (TAPS, Ports, etc.)
3. Economic hauling, export and import of all commodities
4. Accelerated increase of royalty and/or tax revenues
5. Increase long term and permanent employment
6. Positive impact on stakeholder relationships



BENEFITS

The Benefits of this Project for Yukon Territory :

1. Connection to the rail network of North America
2. Enhance infrastructure (power lines, fiber optics, etc.)
3. Economic hauling, export and import of all commodities (mining)
4. Increase of royalty and/or tax revenues
5. Increase long term and permanent employment
6. Positive impact on stakeholder relationships



BENEFITS

The Benefits of this Project for British Columbia:

1. Connect the Northwest to the rail network to ALL of North America
2. Enhance infrastructure (power lines, fiber optics, etc.)
3. Economic hauling, export and import of all commodities (mining)
4. Increase of royalty and/or tax revenues
5. Increase long term and permanent employment
6. Positive impact on stakeholder relationships



PROCESS and TIMELINE

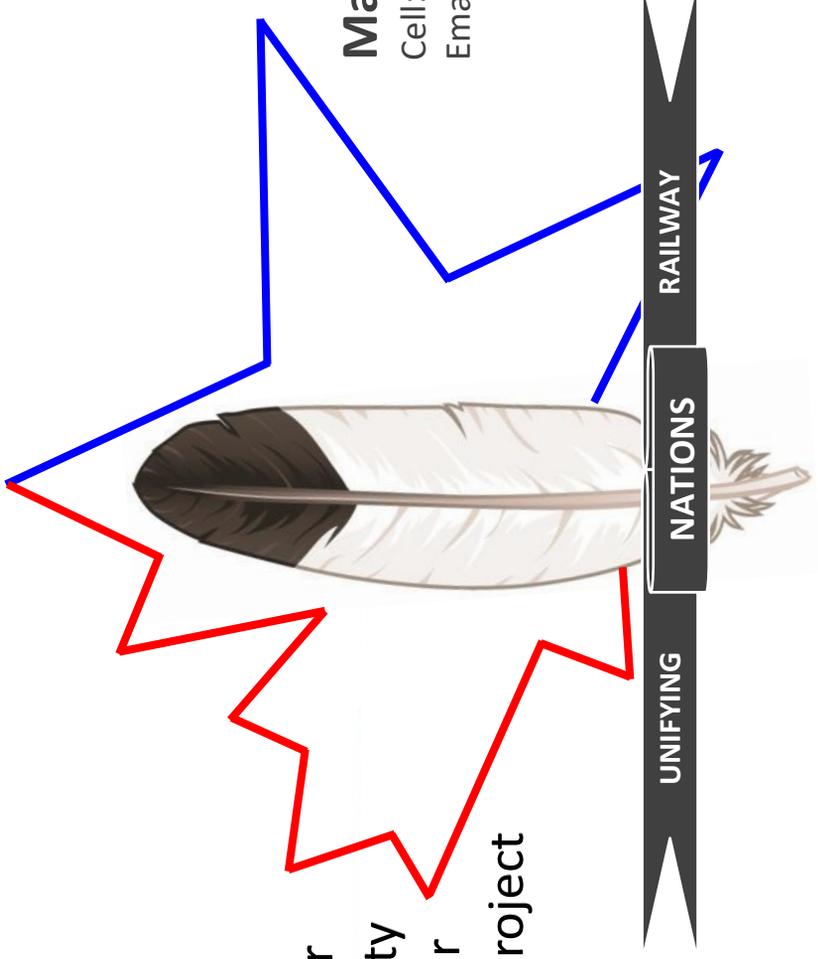
- 1. INFORMATION SHARING**
 - ongoing for the duration of the Project
- 2. FEASIBILITY STUDIES** (completed: Al-Can, VHI, G7G, AECOM)
 - still need to confirm final rail-bed location with local stakeholders
- 3. PERMITTING AND APPROVAL PROCESS**
 - being discussed and applied for
- 4. FINANCING**
 - executed an LOI & MOU with prominent Fortune 500 Co.
 - **Definitive Agreement is waiting for Federal Government support**
 - in discussions with a number of major Canadian Pension Funds to be included with the Fortune 500 Company's offer to fund
- 5. PROJECT IMPLEMENTATION**
 - capable, experienced Management Team poised for project launch



G7G RAILWAY PROJECT

Thank you for
the opportunity
to present our
61 Nation Changing Project

Matt Vickers, CET
Cell: 778-239-1440
Email: matt@mattvickers.com



Generating for Seven Generations

Alberta to Alaska Railway Pre-Feasibility Study



THE VAN HORNE INSTITUTE

2015

Table of Content

Executive Summary	i
Infrastructure and Operating Requirements.....	ii
Environmental Considerations and Permitting Requirements	ii
Capital and Operating Cost Estimates.....	iii
Business Case	iii
Mineral Transportation Potential.....	iii
First Nations/Tribes and Other Contacts.....	iv
Conclusions.....	iv
1 Introduction	1
This Assignment.....	1
This Report	2
2 Infrastructure and Operating Requirements	3
Route Alignment.....	3
Fort McMurray to Delta Junction	4
Tidewater Access Options	4
Environmental Considerations	7
Infrastructure and Operations	9
Infrastructure and Facility Requirements	10
Capital and Operating Cost Estimates.....	12
Conclusions.....	15
3 Business Case	16
Discounted Cash Flow	16
Sensitivity Analysis	17
Estimate Cost per Barrel Required	18
4 Mineral Transportation	20
Mineral Potential.....	20
Freight Revenue and Cash Flow Potential.....	21
Conclusions.....	22
5 First Nations Engagement	23
First Nations/Tribes and Other Contacts.....	23
Information Sharing Program.....	23
Conclusions.....	23
6 Conclusions	24

EXECUTIVE SUMMARY

Resource development has been key to Canada's economic growth and prosperity. In recent years, oil and gas, especially in Alberta, have been primary drivers of the nation's economy. Historically, expansion of pipeline capacity kept pace with resource development but increasingly this is no longer the case. Capacity of existing pipelines serving Alberta is constrained and proposed new pipelines face long delays due to significant opposition that has impacted their regulatory approval and implementation. The lack of transportation capacity and limited access to coastal refineries and overseas markets also results in a considerable price discount on Western Canada crude oil relative to world oil prices.

In March 2013, G7G and AECOM approached Alberta Energy with a funding request to investigate the feasibility of building a railway capable of carrying bitumen and petroleum products between northern Alberta (Fort McMurray) and tidewater at the Port of Valdez, Alaska. This project was inspired by and built on a 2006 study by the State of Alaska and Yukon Government to connect the Alaska Railroad from its eastern terminus at Delta Junction to the North American rail network at Fort Nelson, BC. The Port of Valdez was selected as the endpoint for oil export as it has been in operation for almost 40 years. A further objective of the G7G/AECOM proposal was that First Nations be engaged throughout the planning and design process and acquire 50% profit share/equity ownership as well as employment opportunities in building and operating the new railway and oil shipment facilities.

In considering this request, Alberta Energy conferred with the Van Horne Institute (VHI) of Calgary, which had participated in the 2006 study, and asked that the VHI structure and manage the proposed study. VHI recommended the inclusion of mineral freight potential as this was a major underpinning of the 2006 study and of economic development interest to both the Yukon and Alaska. The resulting study examines at a high level the feasibility of building a railway capable of carrying bitumen, petroleum and other products between northern Alberta (Fort McMurray) and the terminus of the Alaska Railroad at Delta Junction, with bitumen/petroleum transferred to tidewater at the Port of Valdez, Alaska. Minerals and other freight traffic are assumed to continue via the Alaska Railroad to reach Anchorage or Port MacKenzie or CN Rail at Fort Nelson to reach other Canadian or US destinations.

This study includes:

- A conceptual engineering and business case assessment of the railway and oil transport requirements by AECOM;
- Information sharing and solicitation of support from First Nations by G7G; and,
- An assessment of mineral volumes and transport revenue potential by the University of Alaska and Michigan Tech.

Infrastructure and Operating Requirements

The proposed railway between Fort McMurray and Delta Junction, Alaska comprises 2,440 kilometres of single, standard gauge, bi-directional heavy haul track. The track is upgradable to a double track configuration that would add substantial capacity. Included are a railway operations centre; loading/unloading, maintenance and refueling facilities at the Fort McMurray and the western terminus located at either Delta Junction or Glennallen, Alaska; and, intermediate support facilities for track and signal maintenance and train crew changes. The study also identified rolling stock, equipment and manpower requirements for both a 1.0 million barrel per day (mbpd) and 1.5 mbpd petroleum volume.

As extending the railway to the Port of Valdez was concluded to be economically infeasible, three tidewater options were identified:

- negotiating the transfer of bitumen/petroleum products to the Trans Alaska Pipeline System (TAPS), if this is agreeable to its owners, and undertaking or reimbursing the cost of any necessary upgrades to the pipeline and/or marine terminal either through a lump sum capital cost payment or the oil transmission toll rate;
- building a new 430 km pipeline parallel to TAPS from Delta Junction to Valdez along with a new marine terminal; or
- building an additional 50 km of rail spur from Tok to Glennallen to move the rail terminal closer to tidewater, a shorter new 185 km pipeline from Glennallen and a new marine terminal at Valdez.

Environmental Considerations and Permitting Requirements

The study indicated that the proposed railway passes through, or comes in close proximity to, a number of areas that are environmentally protected, support migratory and/or sensitive or endangered species, or are important for wildlife and biodiversity, especially along major river valleys which have fishery values. Extensive studies and data collection are required to better identify these environmental issues and risks to enable route refinements as well as mitigation measures, seasonal limitations for construction and other intrusive or disruptive activities, as well as other considerations.

The Environmental Approval and Permitting process will be extensive and complex. It includes the need for multi-jurisdictional environmental assessments and specific agency permits at the federal, provincial, territorial and state levels in Canada and the US, including a Presidential Permit prior to commencement of any construction. It will also need to meet all requirements for consultation and respect First Nations and US Tribal legislative and constitutional rights.

Capital and Operating Cost Estimates

The pre-feasibility study estimated the project's capital cost for the new railway as well as tidewater access and oil handling facilities¹ to be between \$28 and \$32 billion for 1.0 mbpd and \$30 to \$34 billion for 1.5 mbpd (\$2013 CAD).² Annual operating costs are estimated to be \$1.9 to \$2.3 billion per year for 1.0 mbpd and \$2.7 to \$3.5 billion for 1.5 mbpd. However, this does not include the cost of necessary prior studies and design, including a full feasibility study, preliminary and potentially detailed engineering, financial studies and funding submissions, environmental studies and preparation of formal Canadian EA and US EIS submissions, surveys, mapping and other preparatory activities.

Business Case

The business case used a Discounted Cash Flow (DCF) analysis to determine the cost per barrel to fully repay all capital and operating costs and provide reasonable rate of return for both debt and equity investors over 25 years, assuming an accelerated and aggressive implementation schedule (2 years for environmental approval and 3 years of construction), or 29 years, based on recent precedent (5 years for environmental approval and 4 years of construction). The DCF indicated that between \$15.44 and \$21.41 per barrel for 1.0 mbpd would have to be charged to fully recover the project and operating costs. For 1.5 mbpd, \$12.46 to \$18.01 per barrel would be required. These figures are consistent with published Canadian Association of Petroleum Producers' (CAPP) estimates for railway transport of bitumen and oil products to the West Coast.

Mineral Transportation Potential

Metallic mineral potential within the project corridor is known to be high, and has a 90% certainty of generating expected in-place gross metal values between \$333 and \$659 billion over 30-years of operation. Based on known mineral occurrences, high potential for non-metallic minerals and coal can be inferred. The analysis has generated estimates of the mineral and coal tonnage that are likely to result over 30 years. While the timing and distribution of these revenues over 30 years are unknown, the anticipated mineral freight is expected to generate a pre-tax net present value cash flow of approximately \$10 to \$11 billion. This revenue could either substitute for bitumen tonnage should there be a reduction in this volume and thereby reduce the railway's financial risk, or offset at least part of capital repayment required from bitumen shippers.

¹ This includes the railway from Fort McMurray to Delta Junction, Alaska and all associated oil handling and rail operation and maintenance facilities and equipment as well as either the rail spur to Glennallen, pipeline and marine terminal or the pipeline from Delta Junction and marine terminal facilities.

² Estimated land costs are discounted by \$0.5 billion to reflect expected equity participation.

First Nations/Tribes and Other Contacts

Consultation and meaningful involvement and participation of First Nations are essential to the success of this project. There are twenty-five directly affected First Nations communities and eleven Native Corporations and Traditional Councils with interest in the corridor. G7G made contact with all First Nations leadership and tribes directly affected by the project. They held 59 information sharing and project presentation meetings with First Nations' leaders or groups as well as Alaska Legislature representatives, the Mayor of Valdez and Chairman of the Port of Valdez, Alaska; Mayor and Chamber of Commerce of Fairbanks, Alaska; Yukon Economic Development officials; and, Mayor and Council of Watson Lake, BC.

G7G requested both feedback and, if possible, indications of support that resulted in a number of letters of support in principle for the pre-feasibility study. G7G have cautioned that, while the information sharing process has, for the most part, been positively received, it does not constitute "consultation" as legally required nor First Nations support for the project.

Conclusions

The Alberta to Alaska Railway and tidewater access project will clearly be challenging to build. However, projects similar to this, although not exactly the same in magnitude and scope, have been completed in other areas. The project's estimated capital cost, which ranges from \$28 billion to \$34 billion depending on the volume of petroleum product shipped, tidewater access option selected and final cost and schedule, would be one of the largest infrastructure projects ever in Canadian history and involves substantial risk. Further study is required to better delineate these challenges and seek ways to reduce and either defray or diversify project cost and risk.

Furthermore, while the estimated cost per barrel of bitumen/petroleum products required to recoup total capital and operating costs over the project life is somewhat higher than potential or equivalent pipeline tolls to reach West Coast tidewater, the project has the advantage of:

- being able to carry other commodities, such as minerals, construction supplies and other materials, and generating revenues that both defray financial risk to the railway and partly offset its capital cost;
- potentially offering more economic development opportunities; and,
- being an additional option to the current West Coast pipeline proposals.

1 | INTRODUCTION

Resource development has been key to Canada's economic growth and prosperity. In recent years, oil and gas, especially in Alberta, have been primary drivers of the nation's economy. Spurred by high prices and growing global demand, investment and output has increased rapidly, with Alberta's crude oil production up nearly 10% over the last year alone. In June 2014, the *Canadian Association of Petroleum Producers* (CAPP) projected that oil production would increase from 3.2 million barrels per day (mbpd) to 6.4 mbpd by 2030, with over 90% of this growth attributed to increased oil sands production.³ While the recent drop in oil prices due to oversupply and slowed economic growth may lower or delay these expectations, most analysts agree that this does not alter the long term increased demand and production outlook.

Historically, expansion of pipeline capacity kept pace with resource development but increasingly this is no longer the case. Capacity of existing pipelines serving Alberta is constrained and proposed new pipelines, notably Northern Gateway and Kinder Morgan, face long delays due to significant opposition that has impacted their regulatory approval and implementation. Both the lack of transportation capacity and limited access to coastal refineries and overseas markets has also resulted in a considerable price discount on Western Canada crude oil relative to world oil prices that affects the viability of production expansion as well as Alberta and Canada's economies as a whole.

Existing pipelines serving Alberta have a total capacity of 3.7 mbpd.⁴ Proposed expansions would add another 3.4 mbpd⁵, bringing total export capacity to 7.1 mbpd, which is in line with current oil production projections but requires virtually all proposed pipelines to be implemented. However, the timing and certainty of these projects may not be aligned with oil production and financial return requirements. These questions give rise and support to the development of alternative transportation solutions whether in the interim or long term.

This Assignment

In March 2013, G7G and AECOM approached Alberta Energy with a funding request to investigate the feasibility of building a railway capable of carrying bitumen and petroleum products between northern Alberta (Fort McMurray) and tidewater at the Port of Valdez, Alaska. This project was inspired by and built on a 2006 study by the State of Alaska and Yukon Government to connect the Alaska Railroad from its eastern approved terminus at Delta Junction to the North American rail network at Fort Nelson, BC. The Port of Valdez was selected as the endpoint for oil export as it has been in operation for more

³ Canadian Association of Oil Producers, *2014 Crude Oil: Forecasts, Markets and Transportation*, June 2014.

⁴ Ibid.

⁵ Ibid.

almost 40 years and has extensive infrastructure, fully trained personnel and experience in intermodal oil transportation and safety. A further objective of the G7G/AECOM proposal was that First Nations be engaged throughout the planning and design process and acquire 50% profit share/equity ownership as well as employment opportunities in building and operating the new railway and oil shipment facilities.

In considering this request, Alberta Energy conferred with the Van Horne Institute (VHI) of Calgary, which had participated in the 2006 study, and asked that the VHI structure and manage the proposed study. VHI recommended the inclusion of mineral freight potential as this was a major underpinning of the 2006 study and of economic development interest to both the Yukon and Alaska. Accordingly, the pre-feasibility study included the following components:

- A conceptual engineering and business case assessment of the railway and oil transport requirements by AECOM;
- Information sharing and solicitation of support from First Nations by G7G; and,
- An assessment of mineral volumes and transport revenue potential by the University of Alaska and Michigan Tech.

This Report

This report presents a high level summary of the findings from the pre-feasibility study components. Information in this report draws principally from reports produced by the three study teams, and reflects their professional assertions and opinions. The study team reports are posted on the Van Horne website and should be considered appendices to this overview report.

2 | INFRASTRUCTURE AND OPERATING REQUIREMENTS

AECOM was commissioned to complete a preliminary feasibility study of building and operating a railway to transport bitumen and petroleum products between Northern Alberta (Fort McMurray) and Alaska, including all oil loading/unloading facilities and any other transport requirements needed to reach tidewater at the Port of Valdez. The infrastructure and operating requirements identified are capable of carrying 1.0 to 1.5 mbpd of bitumen and petroleum products as well as other commodities (eg., minerals) for export. The study's objectives were to:

- identify a feasible corridor and indicative alignment based on existing mapping, aerial photography, data and information derived from the 2006 Alaska-Canada Rail Link study as well as AECOM's prior experience on projects of similar scale and location;
- identify high risk areas for environmental and permitting purposes for future consideration in optimizing the alignment and estimating the complexity, cost and time required to acquire environmental and permitting approvals;
- develop a conceptual operating plan, including facilities, equipment and manpower requirements, to operate the railway, load/unload oil and annually transport 1.0 to 1.5 mbpd of bitumen and petroleum products between Northern Alberta and the Port of Valdez, Alaska;
- develop preliminary cost estimates of material, labour and other requirements for construction and operation of the railway as input to the business case analysis (see Section 3); and
- establish an initial understanding of construction challenges and further studies required to more accurately define existing conditions, refine the alignment and profile, as well as other infrastructure requirements to improve the accuracy of the cost estimate and implementation schedule.

Route Alignment

AECOM's objective was to identify the most efficient rail route from Northern Alberta in the vicinity of Fort McMurray to Delta Junction, Alaska, the currently approved endpoint of the Alaska Railroad, as well as the best means to access tidewater at the Port of Valdez, Alaska. To do so, required the following key factors to be balanced:

- the shortest distance;
- the lowest rail grades, not exceeding 1% in the westward, loaded, direction; and,
- the lowest cost of construction (ie., avoiding excessive river crossings, tunnels, and quantities of cut and fill materials as well as adverse ground conditions).

An initial rail alignment was identified based on the above criteria, followed by a single high level iteration of design optimization that looked for opportunities to avoid perceived areas of environmental significance and substantial grades and earthworks. The resulting proposed alignment represents a balance between operating and engineering requirements and the cost of earthworks.

Fort McMurray to Delta Junction

Starting from an eastern endpoint approximately 50 km northwest of Fort McMurray, which offered a suitable area for a railway yard and bitumen/petroleum product loading facility, various alignment variations were identified as illustrated in Figure 1. The first and most direct route via Peace River was rejected because it exceeded maximum allowable grades and resulted in a diversion that impacted numerous farms. A second alignment via Fort Vermillion was determined to be optimal but also required diversions to avoid impact to Birch Mountains Wildland Park and excessive grades through the Birch Mountains. Even with these constraints, this alignment proved to be favourable to the Peace River alignment, as it is 156 km shorter, with comparable earthwork quantities per kilometer. This alignment also proved to be flatter and 64 km shorter west of Peace River, with fewer curves, and avoided a difficult water crossing at Fort Nelson.

The next segment of the route from Fort Nelson to Watson Lake is particularly challenging, traversing the most difficult, undulating and mountainous terrain of the entire corridor. The optimal alignment shifts 64 km north of the Liard Provincial Park and is relatively straight and flat for the first 145 km but then winds to avoid excess earthworks. The profile climbs to a peak of 920 m where a 7 km tunnel is proposed and then includes eight bridges with heights over 30 m, after which the alignment follows a major river and is relatively flat.

From Watson Lake to the Alaska border, two route options were considered; one via the Ladue River to Carmacks, Yukon and the Alaska border; and, the other via Beaver Creek through Whitehorse to the Alaska border. Based on topography and design constraints, the Carmacks route was determined to be the optimum alignment. West of Carmacks, a route following the Yukon, White, Ladue, Tok and Robertson Rivers was chosen as its profile is generally rolling, with only one major peak (elevation of 645 m) where a 3 km long tunnel is proposed. The western endpoint of the railway is Delta Junction where it links with the Alaska Railroad.

Tidewater Access Options

To reach tidewater from Delta Junction, several alternatives were considered. Due to the coastal mountain range, it was not deemed economically feasible to extend the railway to the Port of Valdez. Potential alternatives identified, as illustrated in Figure 2, include:

- negotiating the transfer of bitumen/petroleum products to the Trans Alaska Pipeline System (TAPS), if this is agreeable to its owners, and undertaking or reimbursing the cost of any necessary upgrades to the pipeline and/or marine terminal either through a lump sum capital cost repayment or the oil transmission toll rate;
- building a new 430 km pipeline parallel to TAPS from Delta Junction to Valdez along with a new marine terminal; or
- building a new 50 km rail spur from Tok to Glennallen to move the rail terminal closer to tidewater, a shorter new 185 km pipeline from Glennallen and a new marine terminal at Valdez.

Depending on which option is chosen, a large area with flat grades will be required either at Delta Junction or Glennallen to allow the construction of an unloading and transfer terminal, as well as associated railyards and facilities.

The reader should note that the concept of transferring oil to TAPS was based on the understanding that the pipeline has not been operating at capacity and has experienced problems due to low volume flows. However, more recently, the Government of Alaska enacted tax concessions with the aim of increasing North Slope oil production that may result in increased pipeline use. To date, there have been no discussions with the pipeline and marine terminal owners (BP, ConocoPhillips, ExxonMobil and Unocal) regarding the feasibility and/or acceptability of this proposal.

In addition, the other options were not examined at the level of detail used for the Fort McMurray to Delta Junction railway alignment. Instead, they were only considered at a high level for costing purposes.

It is assumed that minerals and other freight would use the Alaska Railroad to access either the Anchorage or Port MacKenzie or CN Rail at Fort Nelson to reach other Canadian or US destinations.

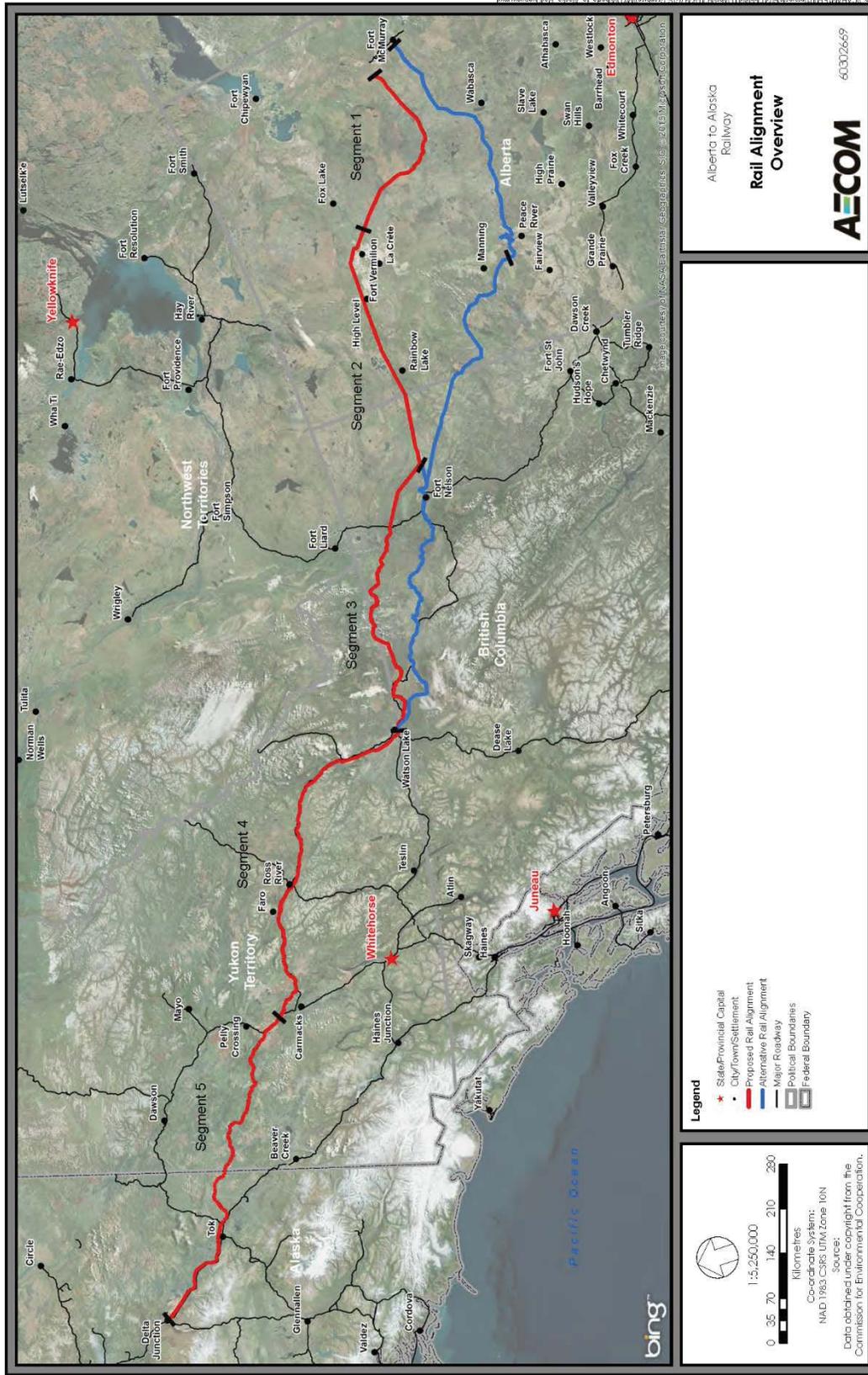


Figure 1 – Route Alignment Options



Figure 2 – Tidewater Access Options

Environmental Considerations

Environmental Issues

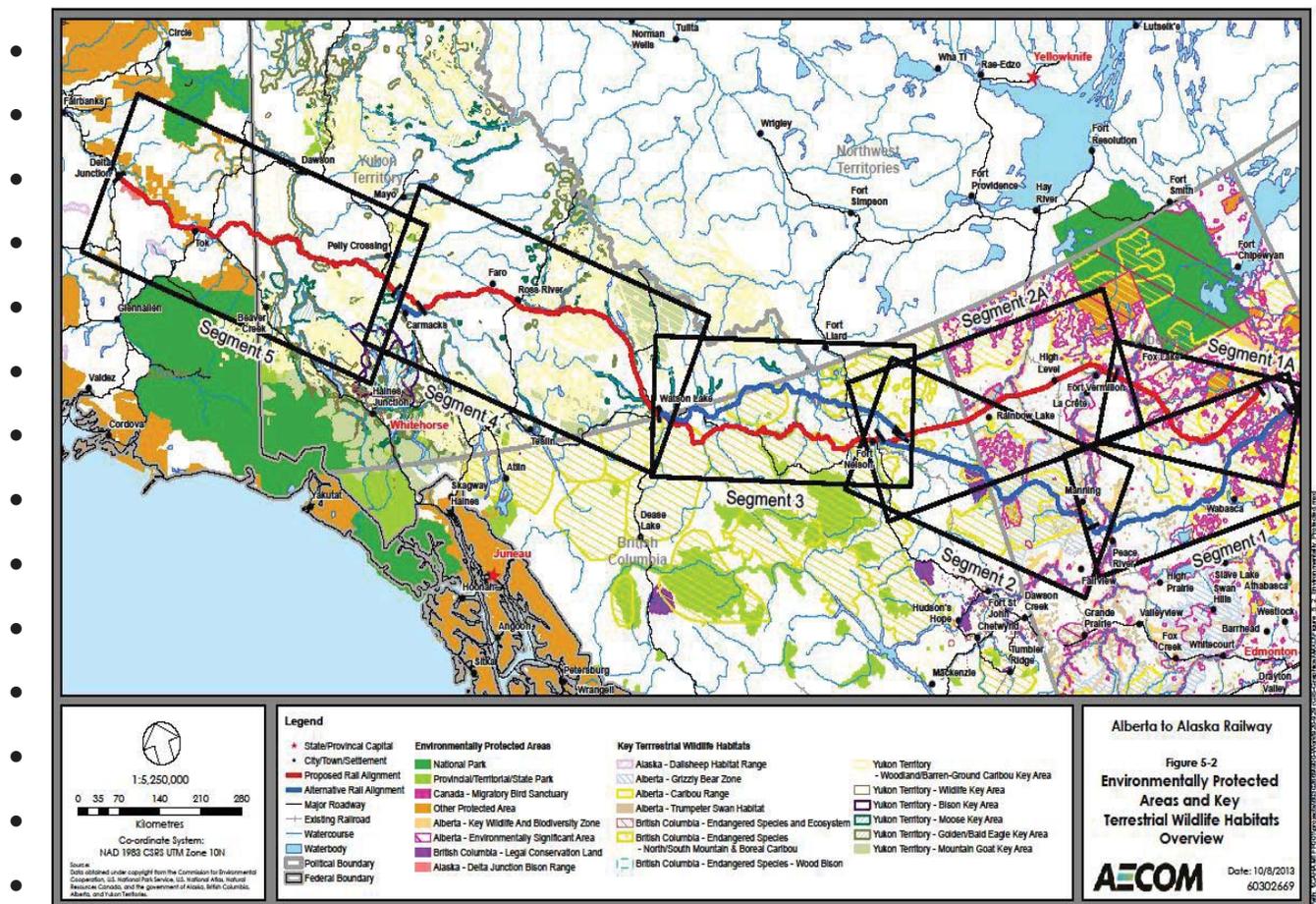
A preliminary review of the proposed railway alignment was carried out to identify key environmental issues as well as risks and permitting requirements for the proposed railway. “Risk” was defined as the potential for a significant delay and/or additional cost, up to and including route realignment, which can be triggered at any point in the Environmental Assessment and subsequent permitting processes.

The review indicated that the proposed railway passes through, or comes in close proximity to, a number of environmentally protected areas, including the Caribou River Natural Area northeast of Fort Vermillion, Alberta; BC’s Etthithun Lake Bison Management Area, Liard River Corridor Provincial Park, Smith River

Falls-Fort Halkett Provincial Park, and Portage Brule Rapids Ecological Reserve; and Alaska’s Tanana Valley State Forest, Delta Junction State Bison Range and Haines-Fairbanks Pipeline Corridor, which is presently subject to an on-going environmental contamination investigation. In addition, key wildlife and biodiversity areas, especially along major river valleys, fishery values as well as areas that support migratory and/or sensitive or endangered species have been noted in the railway corridor.

Extensive studies and data collection are required to better identify environmental attributes, issues and risks throughout the railway corridor as well as route refinements, mitigation measures, seasonal limitations on construction (eg., January 15 to April 30 for ungulates in the Alberta section), and other considerations. Completion of these studies is an essential pre-requisite in developing the necessary environment assessment and permit submissions required for regulatory approval of the railway as well as a new pipeline and marine terminal, if these are necessary. At this time, it is not possible to estimate the time or cost required for these studies. Figure 3 below identifies environmentally protected areas and key terrestrial habitats relative to the railway corridor and alignment.

Figure 3 – Environmentally Protected Areas & Key Terrestrial Habitats



Permitting Requirements

The review concluded that the Environmental Approval and Permitting process for the project will be extensive and complex. It includes the need for multi-jurisdictional environmental assessments (EA in Canada and EIS in the US) and Provincial, Territorial, State and Federal approvals, including Alberta, BC, the Yukon, Alaska, Canada and the US, as well as a Presidential Permit prior to commencing any construction. It will also require multiple additional subsequent permit applications and approvals at each of these jurisdictional levels. In addition, it will need to meet all requirements for consultation and respect First Nations' and US Tribal legislative and constitutional rights, including the possible negotiation and completion of multiple impact/benefit agreements.

In Canada, as the project falls within multiple jurisdictions, it will be subject to a Federal EA carried out in cooperation with Alberta, BC and the Yukon. Two levels of review are possible at the discretion of the Federal Minister of Environment; a Comprehensive EA to be complete within one year; or, the more complex, EA by a Review Panel to be complete within 2 years once a project submission is received. Either process is subject to additional time extensions to allow provision of additional studies or information. Given the physical and geographic magnitude of the project, the associated potential to encounter contentious issues, the involvement of multiple jurisdictions and its international security and trade implications, it is highly likely that the railway will require an EA by a Review Panel.

In the US, the previous extension of the Alaska Railway from Fairbanks to Delta Junction underwent an EIS. Accordingly, the present proposal will undoubtedly follow this precedent. The time required to receive a decision is two years or more. However, in the case of the 129 km Delta Junction extension, environmental approval took five years to complete. The current proposal also requires a Presidential Permit, which needs the concurrence of the US Secretaries of State and Defense that can result in significant delays even after EA approval. At this stage of study, it seems apparent that there is significant risk for this project to encounter significant delay and/or additional resource allocation beyond estimates, up to and including route realignment. These risks apply to any point in the EA and subsequent permitting processes.

Infrastructure and Operations

A railway operating plan was developed, and railway operations were simulated to confirm the suitability of the infrastructure and operation for the movement of 1.0 and 1.5 mbpd of bitumen from Fort McMurray to Delta Junction or Glennallen. Using the latest available railway technology, every aspect from cars to locomotives, to track structure, alignment grades and terminals, was tailored to make the railway the most efficient and safe for hauling bitumen and other petroleum products. Once completed, it was then used to determine the specifications for the alignment, facilities, equipment and manpower from which both capital (CAPEX) and operating (OPEX) expenditures were estimated.

Infrastructure and Facility Requirements

The proposed railway between Fort McMurray and Delta Junction comprises 2,440 kilometres of single, standard gauge, bi-directional heavy haul track with 38 sidings to accommodate fueling, crew changes and train meets for 1.0 mbpd operation expanding to 59 sidings for 1.5 mbpd. The track is upgradable to a double track configuration that would add substantial capacity.

Operational design constraints necessitate two major tunnels that are 7 km and 3 km in length, with a possible five additional shorter tunnels, if costly and impractical deep earth cuts cannot be avoided through alignment refinement. It also requires 70 bridges, including major structures over the Crow, Beaver, Liard, Lapie and White Rivers, as well as more than 4,100 culverts with varying dimensions throughout its length.

The main railway yard facility is proposed to be located at the Fort McMurray terminus. The plan includes an office building to house the railway's administration and support functions and the Operations Control Centre, train fueling and service facilities, maintenance facilities for locomotives and cars (excluding overhauls which are assumed to be completed offsite) and storage of track, signal and communications maintenance supplies and equipment as well as emergency response equipment to respond to accidents and railway emergencies, such as derailments. Light maintenance facilities and train fueling facilities are also included in the western terminus.

An intermediate fueling facility is located near Liard River. Other facilities at intermediate points to support track and signal maintenance functions, as well as train crew change points, with crew rest houses, and potentially permanent accommodation facilities have also been included at five locations along the rail line.

Bitumen loading/unloading facilities have been included at both railway endpoints (Fort McMurray and Delta Junction or Glennallen). The loading/unloading infrastructure will consist of a covered loading facility, with 48 car loading/unloading tracks, in sets of two tracks on either side of a loading/unloading island platform. Two sets of two tracks are sufficient to load a 192 unit car train. Up to 18 - 250,000 barrel heated storage tanks are included in each yard to provide a buffer between the varying rates of production and delivery of raw bitumen to the railhead yard and the actual loading and transportation of bitumen on trains. They will also enable uninterrupted flow of bitumen in case of temporary shut downs either at the production end, or on the railway. Both the tanks and associated piping are to be insulated.

Depending on the tidewater access option selected, either upgrades to TAPS and the existing Port of Valdez marine terminal or construction of a new pipeline and marine terminal will also be required. As discussions have yet to occur with TAPS' owners, any necessary modifications to the pipeline or the marine terminal facilities have not been identified.

Railway Operations

The railway is proposed to operate 24 hours per day, using industry standards with the latest proven technologies in safety and efficiency. Bitumen will be collected and brought to the Fort McMurray railhead yard and loaded into insulated heated storage tanks and then transferred into insulated tank cars. To be as efficient as possible, and to maximize the volume of bitumen carried in each car, a dedicated fleet of tank cars specifically designed to take advantage of the latest technology and heaviest North American rail standards – 315,000 lbs. gross weight per car has been assumed with three cars permanently coupled to form one unit or a 3-pak.

A standard insulated double shell tank car has been identified to ensure heated bitumen from load to unload for 60 hours at the corridor’s coldest temperatures. As the trip from Fort McMurray to Delta Junction is estimated to be approximately 42 hours, bitumen should not require reheating but, if for any reason, this is necessary, heating coils have been included. The tank car capacity in volume is 29,300 gallons. By moving heated bitumen, no addition of diluents to retain the viscosity of the bitumen is required. This means that the shipped product while on rail will be 100% bitumen, as compared to pipeline transportation where diluent is mixed with bitumen, and can typically be as much as 30% of its volume.

In addition to cost savings and higher efficiency, the absence of diluent offers a significant environmental benefit as without it, bitumen hardens as it cools, potentially limiting the risk of spill dispersion and contamination from an accident site. Furthermore, bitumen without diluent has very low flammability and low vapor pressure compared to other crude oils.

Bitumen trains are proposed to use distributed power, consisting of 192 tank cars (64 3-paks) and the three sets of paired locomotives (six in total) in the following train configuration:



2 Locomotive + 96 cars + 2 Locomotives + 96 cars + 2 Locomotives

Each train would carry 122,500 barrels of bitumen. Loaded trains would be operated at a maximum speed of 80 km per hour and empty trains at 100 km per hour. While these are not the highest speed limits for heavy freight rail in North America, they are based on balancing operating and infrastructure costs for an efficient heavy haul unit train operation. Based on the above, eight loaded trains per day (16 in total) would be required to transport 1.0 mbpd, and 12 loaded trains (24 in total) for 1.5 mbpd. Allowing 5% for locomotive spares and 2% for tank cars spares results in a fleet requirement of 208 locomotives and 6,072 tank cars for 1.0 mbpd, and 309 locomotives and 9,205 tank cars for 1.5 mbpd.

Capital and Operating Cost Estimates

The capital and operating costs for constructing the railway from Fort McMurray to Delta Junction were estimated based on the preliminary engineering and rail operations plans along with AECOM’s recent rail construction experience in similar environments. As design progress is limited at this pre-feasibility stage, the estimate is a CIQS Class D estimate to provide an order of magnitude cost. A significant portion of the estimate is based on assumptions and allowances. Actual costs will depend on a number of factors, including alignment conditions, labour availability and cost, environmental mitigation, schedule changes, etc.

Estimated Railway Capital and Operating Expenditures

AECOM used PERT analysis, a probabilistic technique, to estimate the cost to construct the railway between Fort McMurray and Delta Junction. Starting from a base project cost estimate derived from best estimates of work quantities and unit prices for similar projects, AECOM developed a range of project cost from a low with a 5% likelihood of actual construction cost being at or below this figure to a high with a 95% likelihood. The median within this range was identified as the “Expected Cost” with an expected accuracy of approximately +30% to -25%.

For comparison purposes at the request of VHI, AECOM also developed a project cost estimate using a conventional costing model. This approach used the base project cost estimate and then added a contingency for unforeseen or changed assumptions, conditions, etc., omissions or excluded items and other unpredictable factors that varied by potential risk for each area of work (e.g, track, earthwork, etc.). The resulting contingency added to the base project estimate represents 25% of the base estimate total, which is consistent with the Canadian standard for CIQS Class D estimates.⁶

The following table presents the construction cost estimates using both approaches.

Figure 4 – Total Estimated Capital Cost for Fort McMurray to Delta Junction Railway⁷

	PERT “Expected Cost”	Conventional Model	PERT Variance to Conventional	% PERT Variance to Conventional
1.0 mbpd	\$19.4 billion	\$23.4 billion	-\$4.0 billion	-17%
1.5 mbpd	\$20.6 billion	\$24.6 billion	-\$4.0 billion	-16%

Railway operating cost components were estimated based on railway industry average unit rates, applied to the infrastructure and operating models developed for this operation. PERT analysis was again applied. The “Expected” annual operating costs for the railway between Fort McMurray and Delta Junction were

⁶ Joint Federal Government/Industry cost Predictability Taskforce, 2012.

⁷ Estimated land costs are discounted by \$0.5 billion to reflect expected equity participation.

estimated to be approximately \$1.2 billion for 1.0 mbpd and \$1.7 billion for 1.5 mbpd with a predicted accuracy of +/- 10%.

Pipeline and Marine Terminals

Unlike the detailed cost estimates for the railway mainline from Fort Mc Murray to Delta Junction, those for the three alternatives to access tidewater were developed at a high level only.

For the potential pipelines proposed, the currently projected cost per kilometer for the Northern Gateway project was used for estimating purposes. Based on this, the option of constructing a 430 km pipeline parallel to TAPS between Delta Junction and the Port of Valdez would cost approximately \$2.4 billion, whereas the shorter pipeline from Glennallen would cost approximately \$1.0 billion.

For the rail spur from Tok to Glennallen, a high level review of the terrain was conducted and values were applied for construction and operations derived from other locations along the Fort McMurray to Delta Junction main alignment that appear to have similar terrain. Based on this approach, the capital cost of the rail spur is estimated to be \$1.1 billion.

Potential costs for constructing a new marine terminal for oil export at the Port of Valdez were estimated based on the actual construction cost for the existing Valdez Marine Terminal escalated to 2013 dollars.⁸

However, it should be noted that the environmental review and permitting costs and schedule for both the pipeline and marine terminal facilities have not yet been identified due to substantial variations that may arise. Pipeline permitting may follow existing processes for the TAPS system or may include a different regulatory protocol. The specific tidewater site will also shape a unique permitting process.

Pipeline and marine terminal operating costs were extrapolated from TAPS's publicly reported current tariff rates. However, no provision has been included to the supply diluent for use in the pipeline, as it is unclear whether the pipeline tariff rate includes this or not. With the new pipeline options, it is possible that diluent use could be avoided if the pipeline were to be heated but whether this would increase the capital cost estimate or decrease the operating cost estimate is unclear.

Option 1 – Transfer to TAPS at Delta Junction

As no discussions have occurred with the owners of the existing TAPS and marine terminal facilities at Valdez to determine the potential feasibility, capacity or upgrading requirements, required modifications or improvements, if feasible and agreed to, are unknown and have not been estimated.

⁸ As there are no land value comparables at the Port of Valdez, the escalated cost for the original terminal were assumed to include and represent current land cost. However, as land cost tends to appreciate more than construction costs, the terminal cost may be underestimated.

However, it may be reasonable to assume that these costs would be less than the construction of new facilities for this purpose. Therefore, cost estimates for the alternatives can be deemed a conservative and reasonable substitute.

Option 2 – Parallel Pipeline to TAPS from Delta Junction to Valdez

The total estimated capital cost for accessing tidewater from Delta Junction to the Port of Valdez, independent from the existing TAPS pipeline and marine terminal facilities is \$8.9 billion. Estimated annual operating costs are estimated to be \$0.7 billion.

Option 2 – Rail Spur from Tok to Glennallen and Pipeline to Valdez

The estimated cost for the railway spur, pipeline and new marine terminal is \$8.8 billion. Estimated annual operating costs are estimated to be \$0.7 billion.

Total Capital and Operating Cost Estimates

The following table summarizes the estimated capital and annual operating costs for the project from Fort McMurray to tidewater at the Port of Valdez.

Figure 5 – Total Estimated Capital and Annual Operating Costs

(\$ billions 2013 CAD)	1 mbpd		1.5 mbpd	
	Capital Cost	Op Cost/Yr	Capital Cost	Op Cost/Yr
Railway from Fort McMurray to Delta Junction ¹	\$19.4 - \$23.4 ²	\$1.2	\$20.6 - \$24.6 ²	\$1.7
Pipeline from Delta Junction to Valdez	\$2.2	\$1.1	\$2.2	\$1.8
Marine Terminal at Port of Valdez	\$6.7	\$0.03	\$6.7	\$0.03
Total Cost	\$28.3 to \$32.3	\$2.3	\$29.5 to \$33.5	\$3.5
Railway from Fort McMurray to Delta Junction ¹	\$19.4 - \$23.4 ²	\$1.2	\$20.6 - \$24.6 ²	\$1.7
Rail Spur from Tok to Glennallen	\$1.1	\$0.04	\$1.1	\$0.05
Pipeline from Glennallen to Valdez	\$1.0	\$0.6	\$1.0	\$0.9
Marine Terminal at Port of Valdez	\$6.7	\$0.03	\$6.7	\$0.03
Total Cost	\$28.2 to \$32.2	\$1.9	\$29.4 to \$33.4	\$2.7

¹ Estimated land costs are discounted by \$0.5 billion to reflect expected equity participation.

² Lower cost is PERT “expected Cost” and higher cost reflects project cost derived using conventional cost model.

The above does not include the cost for prior studies and design, including a full feasibility study, preliminary and potentially detailed engineering, financial studies and funding submissions, environmental studies and preparation of formal Canadian EA and US EIS submissions, surveys, mapping and other preparatory activities.

Conclusions

The pre-feasibility study has generated an indicative alignment, identified critical structures and high risk areas for environmental and permitting purposes, and developed a detailed albeit preliminary railway operating plan. Based on these outputs, the study provides an indicative base-case of the scale as well as the expected capital and operating costs for the proposed railway and tidewater access options. It also offers an initial understanding of the construction challenges ahead. Further studies will be required to gather much more focused information regarding the existing conditions, refine the alignment and profile and other infrastructure requirements, and develop a more accurate estimate of capital and operating cost as well as implementation schedule.

3 | BUSINESS CASE

In addition to identifying and costing the technical requirements for rail and tidewater access conveyance of bitumen and petroleum products between Northern Alberta and the Port of Valdez, AECOM was charged with assessing the economic feasibility and developing a business case for this project. To do so, AECOM conducted a Discounted Cash Flow (DCF) analysis to determine the cost per barrel necessary to fully repay all capital and operating costs over the life of the project (25 or 29 years depending on schedule assumptions) at reasonable rate of return for both debt and equity lenders.

Discounted Cash Flow

The DCF analysis includes all capital and operating costs, for loading and unloading of bitumen and oil products at the rail terminals, the haulage of these products in rail tank cars from Alberta to an unloading facility in Alaska, and the return haulage to Alberta of the empty cars. It also includes high level estimates for pipeline transmission of bitumen from the rail terminus to the Port of Valdez.

The analysis addresses two scenarios:

- ShipperCo – this scenario includes the cost to purchase and maintain a fleet of railway tank cars.
- RailCo – this scenario excludes the cost to purchase and maintain a fleet of railway tank cars, which is consistent with current railway practice, wherein large volume suppliers require a dedicated fleet of specialty railway cars and supply their own.

The DCF analysis is based on:

- a debt to equity ratio of 65:35, which is dependent on securing long term oil contract supply commitments (i.e., 10 to 20 years);
- a debt interest rate of 6% and return on equity of 12.2%, resulting in a weighted average cost of capital (WACC) of 8.2%, which is assumed to be a reasonable return to investors;
- a project life of 25 years assumes:
 - an optimistic best case of two years for environmental approval that requires a simplified and accelerated approval process (i.e., no panel review and expedited US Presidential approval);
 - the feasibility of an aggressive three year construction schedule without mitigating seasonal, labour shortage or other potential delays; and,

- 20 years of railway operation of which the first two are a ramp-up period followed by 18 years transporting 100% of the targeted bitumen volume (ie., either 1.0 million bpd or 1.5 million bpd).
- Inclusion of a salvage value⁹ for track, signals and communication, rolling stock and equipment and facilities;
- 3.0% per year capital and operating costs escalation for inflation; and,
- 2.0% per year escalation on the base rate per barrel for inflation over the life of the project.

Based on the above assumptions, the DCF model yields estimates of the cost per barrel that must be charged to recoup 100% of capital and operating expenditures over 25 years. These estimates were calculated on a pre-interest and pre-tax basis.

Sensitivity Analysis

As the assumptions in the DCF drive the model's results as to the cost per barrel that needs to be charged, the analysis also looked at the impact of:

- higher/lower capital and operating costs;
- higher/lower WACC;
- higher/lower inflation on costs and the transport cost per barrel of oil;
- zero salvage value;
- higher capital cost risk (ie., a 50% increase in capital cost vs. a 27.5% increase in the higher capital cost scenario above); and,
- higher operating cost risk (ie., 50% increase in fuel cost).

In addition to the above, the impacts on costs of a longer environmental approval process (ie., 5 years instead of 2) and construction duration (ie., 4 years instead of 3) were examined. These latter analyses concluded that capital cost would increase by 6.0% to 6.4%.

The risk resulting from the absence of long term contractual supply commitments, which underlie the debt/equity ratio of the DCF analysis, as well as swings in market demand for bitumen were not analyzed.

⁹ The net salvage value is based on the remaining portion of the total economic life of the assets as prescribed by the Canadian Transportation Agency.

Market risk assessment involves a multitude of factors that will be necessary for investment decision but was well beyond the scope of this pre-feasibility study.

Of these analyses, higher capital costs and risk have the most significant impact on the price per barrel required to break even over the project life, adding approximately \$2 to \$3 per barrel. The results of these analyses are particularly relevant due to the risk of higher capital costs, longer environmental approval timelines and slower construction that have been identified. Conversely, lower capital and operating costs are extremely unlikely given the challenging environment and many other factors involved. Similarly, interest rate, cost and price inflation are at historic lows, making these factors, albeit of less impact in the sensitivity analyses, unlikely to be lower.

Estimate Cost per Barrel Required

The estimated per barrel cost to ship undiluted bitumen from Alberta to Alaska are shown below.

Figure 5 – Required Transport Cost per Barrel

(\$2013 CAD pre-tax)	1.0 mbpd	1.5 mbpd
Railway from Fort McMurray to Delta Junction	\$9.96 - \$11.19	\$8.14 - \$8.99
Pipeline from Delta Junction to Valdez	\$4.38	\$4.09
Marine Terminal at Port of Valdez	\$2.84	\$1.93
5 to 9 yrs project implementation	\$0 - \$3.00	\$0 - \$3.00
Total Cost	\$17.18 - \$21.41	\$14.16 - \$18.01
Railway from Fort McMurray to Delta Junction	\$9.96 - \$11.19	\$8.14 - \$8.99
Rail Spur from Tok to Glennallen	\$0.49	\$0.37
Pipeline from Glennallen to Valdez	\$2.15	\$2.02
Marine Terminal at Port of Valdez	\$2.84	\$1.93
5 to 9 yrs project implementation	\$0 - \$3.00	\$0 - \$3.00
Total Cost	\$15.44 - \$19.67	\$12.46 - \$16.31

By comparison, Kinder Morgan’s proposed toll rate for its Trans Mountain expansion has been reported to be \$4.15 to \$5.48 per barrel.¹⁰ Northern Gateway’s proposed tolls have yet to be confirmed as costs are still in flux. Pro rating this cost on a kilometer basis, the equivalent toll over the 2,440 km distance from Fort McMurray to Port Valdez, Alaska, would be \$11.26 per barrel. The estimated required range of transport cost per barrel of oil calculated above is clearly higher than either the proposed pipeline toll rate or equivalent toll, which is consistent with the research findings of the *Canadian Association of*

¹⁰ The Financial Post, August 1, 2014.

Petroleum Producers (CAPP).¹¹ CAPP cited a cost of \$9.83 to \$18.93 per barrel to ship oil by rail to the West Coast, which is in line with the above estimates.

Notwithstanding this transport cost differential, the current proposal has two offsetting advantages. First, the ability to carry other commodities, such as minerals, construction supplies and other materials, generating revenues that both defray financial risk to the railway and partly offset capital cost repayment. Second, it may promote more economic development opportunities and be an alternative to the current pipeline proposals.

¹¹ CAPP, *Transporting Crude Oil by Rail in Canada*, March 2014.

4 | MINERAL TRANSPORTATION

The University of Alaska at Fairbanks (UAF) and Michigan Tech Research Institute at Michigan Technological University (MTRI) were tasked with identifying mineral potential within the railway corridor and then estimating the value of these resources as well as both the potential freight tonnage for mineral transport and mining supplies, and revenues that could result for the railway over 30 years of operation. To complete this task, UAF and MTRI:

- compiled, digitized and analysed metallic mineral occurrences within a 160 km wide corridor of the railway derived from existing data bases and records, including the US Geological Survey's Mineral Deposit Model, British Columbia Mine File System, the Yukon Territory Mine File System, and the Alaska Resource Data Files System;
- used the Mineral Occurrence Revenue Estimation and Visualization (MOREV) Tool, which was developed by MTRI based on research and methodology developed by Metz and Dixon (1988) to generate expected rail metallic mineral in-place gross values at published metal prices in 2005, 2007, 2009, 2011, and 2013 and tonnages;
- estimated inbound freight loads of fuel and materials as well as non-metallic minerals and coal associated with metallic mineral extraction based on global industry experience; and
- estimated expected annual freight revenues and net present value before-tax cash flows to the railway for mineral, coal and supplies based on current rates and costs for the Alaska Railroad Corporation (ARRC).

Mineral Potential

Within the 160 km railway corridor, 1,717 metallic mineral occurrences are known. These occurrences are located primarily in a 1,760 km section of the corridor between Fort Nelson, BC and Delta Junction, Alaska. There is also much larger potential tonnage of industrial non-metallic minerals and coal within the corridor. These resources are less well defined but can be inferred based on estimated metallic mineral values based on global industry experience. However, this estimate is conservative as it:

- applies to mineral prospects that are in the early stage of exploration and evaluation;
- does not reflect the potential for additional mineral development as a consequence of new exploration activities that are likely to occur after a bulk transportation system is operational;

- does not include the potential freight from very large mineral occurrences outside the corridor that could support the development cost of longer supply infrastructure, such as the Crest Iron Ore occurrence in central Yukon Territory for which the estimated output is 5.5 billion tons¹²; and
- does not include the shipment of low grade bog iron deposits from northwestern Alberta.

Metallic Mineral Values and Freight Tonnage

Based on the above, metallic mineral potential within the 160 km corridor has a 90% certainty of generating expected in-place gross metal values of \$333-\$659 billion over 30-year's operation. This is equivalent to the gross metal value of one to two large porphyry copper deposits. By comparison, the Pebble Porphyry Copper Project in south central Alaska has a measured in-place gross metal value of \$350 billion. The expected rail freight concentrate tonnage is approximately 296 million tons, which is equivalent to five medium to large size base-metal mines over 30 years.

For base-metal and ferro-alloy metal mines, inbound freight loads range from 5-10% of outbound freight. The range reflects the need for larger quantities of fuel and materials for remote mines without grid power and a local labor force. Thus, the total rail freight requirements for the 160 km corridor are estimated to be 326 million tons (296 x 1.1) over a 30 year time period or approximately 11 million tons per year.

Non-Metallic Mineral and Coal Values and Freight Tonnage

Worldwide, basis metallic minerals only constitute 25% of total mineral resource value produced annually. Industrial minerals (non-metallic minerals) and coal account for 75% of the value of annual mineral resource production (petroleum and natural gas excluded). The latter are generally low unit value commodities that must be transported on rail or on water.

Experience shows that as mines and communities develop along the rail corridor, demand for energy and local industrial minerals will increase. Based on the gross metal value of metallic minerals, non-metallic minerals and coal generally results in four times the tonnage of metallic mineral tonnages. Applying this precedent, the total estimated rail freight for the 160 km corridor is 1.3 billion tons (4 x 326 million) over a 30-year time period or 43 million tons annually.

Freight Revenue and Cash Flow Potential

Based on an expected annual mineral and coal freight load of 43 million tons, the expected annual rail freight revenue can be estimated using a single or range of freight rates. Assuming that the average

¹² Operating at 50 million tons per year, Crest could provide this rail freight load for 100 years.

haulage distance for mineral and coal transport is 880 km and a freight rate of \$0.06 per ton-mile, the expected annual gross revenue would be \$1.42 billion. Assuming an operating cost of \$0.03 per ton-mile, the expected annual net cash flow before taxes would be \$710 million. This freight rate and operating cost are based on current rates and costs for the Alaska Railroad Corporation (ARRC). The current cost of capital to ARRC is estimated at five percent. At this interest rate and assuming a project life of 30 years, the expected net present value of the above net cash flow would be approximately \$10.9 billion.

Converting AECOM's calculations on revenue required per barrel to recoup the total capital and operating costs (see Section 3) to the tariff needed on a per tonne of mineral concentrates, the tariff would need to be \$0.04 per tonne-mile based on the 1.0 million bpd scenario and \$0.03 per tonne-mile for the 1.5 million bpd scenario. However, as the value of mineral concentrate is several times higher than the unit value of bitumen (\$2,040.00/short-ton for mineral concentrate vs \$552 for bitumen), minerals could support a slightly higher tariff rate of \$0.07 per tonne-mile. If this were the case, minerals could be expected to generate annual gross revenues of \$1.65 billion and an expected annual net cash flow before taxes would be \$917 million. Using AECOM's WACC of 8.2%, this represents an expected net present value net cash flow of \$10.1 billion over 30 years.

Conclusions

Unlike bitumen and oil products, the timing of development of expected mineral resources is uncertain. Furthermore, without better knowledge as to the location, number of mines and shipment volumes, the need for additional infrastructure to serve mainline capacity, the expected net present value total cash flow, although significant, cannot be integrated into the DCF model to determine how the cost per barrel of bitumen might be affected. What can be concluded is that mineral freight tonnage may be able to substitute for bitumen tonnage should there be a reduction in this volume, thus reducing the railway's financial risk. Furthermore, even if additional capital investment is required, added mineral revenue should offset at least part of capital repayment required from bitumen shippers.

5 | FIRST NATIONS ENGAGEMENT

Consultation and meaningful involvement and participation of First Nations are essential to the success of this project. Legally, the Crown, in making any decision that could potentially affect Aboriginal and treaty rights, has a duty to consult with First Nations, minimize infringement on Aboriginal and treaty rights, and address the potential effects through accommodation. With this in mind, G7G carried out a comprehensive information sharing program as part of this study.

First Nations/Tribes and Other Contacts

There are twenty-five directly affected First Nations communities throughout the corridor. Seven are situated in Alberta, two in British Columbia, five in the Yukon and up to eleven in Alaska. The uncertainty in Alaska will be addressed once the final route is confirmed. In addition, eleven Native Corporations and Traditional Councils are also involved.

Information Sharing Program

Over the course of the study, G7G made contact with all of the elected Leadership of the First Nations and Tribes directly affected by this project. They held 59 information sharing and project presentation meetings with First Nations' leaders or groups.

In addition, G7G met with and presented project information to the Alaska State Legislature representatives; the Governor of Alaska's Deputy Chief of Staff; Alaska Legislature Joint Committee on Transportation and Economic Development; Mayor of Valdez; Chairman and legal counsel for the Valdez Port Authority; Mayor and Chamber of Commerce of Fairbanks, Alaska; Assistant Deputy Minister and staff of Yukon Economic Development; and, Mayor and Council of Watson Lake, BC

Response to the Program

G7G requested both feedback and, if possible, indications of support. They report receiving a number of letters of support in principle for the pre-feasibility study. They also reported concerns raised by three First Nations regarding development within their traditional territory, namely Fort Nelson First Nation, Selkirk First Nation and Little Salmon/Carmacks Creek First Nation.

Conclusions

G7G have cautioned that, while the information sharing process has, for the most part, been positively received, it does not constitute "consultation" as legal required nor First Nations support for the project.

6 | CONCLUSIONS

The Alberta to Alaska Railway and tidewater access project will clearly be challenging to build. The challenges include:

- extreme cold weather and a long winter season, which clearly affects the cost of construction and operations;
- isolation and limited access affecting the supply of material and supply and retention of labour;
- sensitive environmental areas in this undeveloped natural environment; and
- complex regulatory and approval and permitting processes with multiple governments, international considerations and interested stakeholders.

However, projects similar to this, although not exactly the same in magnitude and scope, have been completed in other areas.

The pre-feasibility study identified an indicative route alignment and facilities, rolling stock and equipment, construction requirements and operating plan for a new railway between Fort McMurray and Delta Junction, Alaska as well as options to access tidewater at the Port of Valdez, Alaska. However, many issues have not been addressed in detail or to the degree necessary to specifically delineate the full requirements and challenges in engineering design, construction and operations; environmental mitigation and approvals, including First Nations consultation and impact/benefit negotiations; scheduling and costs; and, optimal corporate structuring and financing. Further study and effort is required to address these questions.

The pre-feasibility study estimated the project's capital cost for the new railway as well as tidewater access and oil handling facilities¹³ to be between \$28 and \$32 billion for 1.0 mbpd and \$29 to \$33 billion for 1.5 mbpd (\$2013 CAD).¹⁴ Annual operating costs are estimated to be \$1.9 to \$2.3 billion per year for 1.0 mbpd and \$2.7 to \$3.5 billion for 1.5 mbpd. However, this does not include the cost of necessary prior studies and activities, which have yet to be determined.

A best case optimistic estimate to obtain environmental approval and construct the project is five years but this would require a simplified and accelerated environmental process (ie., no panel review and expedited US Presidential approval) and the feasibility of an aggressive construction schedule (ie., no mitigating seasonal stoppages, labour shortages or other potential delays). Based on similar project

¹³ This includes the railway from Fort McMurray to Delta Junction, Alaska and all associated oil handling and rail operation and maintenance facilities and equipment as well as either the rail spur to Glennallen, pipeline and marine terminal or the pipeline from Delta Junction and marine terminal facilities.

¹⁴ Estimated land cost is discounted by \$0.5 billion to reflect expected equity participation.

precedents, nine years is more realistic. Again, this does not include time required for prior studies and activities for which three to five years would not be unprecedented.

The pre-tax cost per barrel to recover all capital and operating cost cited above over the project life, whether 25 years based on the accelerated and aggressive implementation program¹⁵ or extended to 29 years based on recent project precedent¹⁶ range from \$15.44 to \$21.41 per barrel for 1.0 mbpd to \$12.46 to \$18.01 per barrel for 1.5 mbpd. These figures are consistent with CAPP estimates for railway transport of bitumen and oil products to the West Coast.¹⁷

Mineral and coal potential within the corridor is high, although timing associated with the realization of this potential is uncertain. The study estimated the in-place gross value of metallic minerals alone to be \$333 to \$659 billion over 30-years of operation. The study's assessment predicted that the combined expected total freight tonnage from minerals and coal over 30-years of operation could be in the order of 130 billion tons or 43 million tons per year, resulting in \$10.1 to \$10.9 billion in net present value cash flow. Unfortunately, as this cash flow cannot be predicted and may vary considerably over time, it cannot be factored into the base per barrel cost estimates. However, it does potentially mitigate the railway's financial risk as a result of revenue diversification and offset at least part of the common capital debt repayment.

Finally, while the transport cost per barrel of bitumen/petroleum products is somewhat higher than potential or equivalent pipeline tolls to reach West Coast tidewater, the project has the advantage of:

- being able to carry other commodities, such as minerals, construction supplies and other materials, and generating revenues that both defray financial risk to the railway and part offset its capital cost;
- potentially offering more economic development opportunities; and,
- offering an alternative to the current pipeline proposals.

¹⁵ Assumes 2 years for environmental approval resulting from a simplified and accelerated process and the feasibility of an aggressive 3 years for construction without seasonal, labour shortage or other delays.

¹⁶ Assumes 5 years for environmental approval, and 4 years of construction which is more in line with recent projects, including the Alaska Railway's extension to Delta Junction.

¹⁷ CAPP, *Transporting Crude Oil by Rail in Canada*, March 2014.

ABOUT THE PROJECT TEAM

The Van Horne Institute

The Van Horne Institute is recognized within Canada and internationally as a leading institute of public policy, education, and research in transportation, supply chain and logistics, and regulated industries. The Van Horne Institute was established to assist industry, governments, and the public in addressing issues affecting transportation, supply chain management/logistics and regulated industries that are relevant to the well-being and growth of industry and commerce. Efficient and low-cost transportation and logistics services are essential to both industry and the public in our geographically large country, so the evolution of sound industrial strategy, public policy, and progressive legislation and regulations are increasing in importance as business moves further towards globalization. Industry needs to be innovative to compete. The Institute will contribute to this competitive challenge through its education and public policy research activities. The Institute was incorporated federally in 1991 as a not-for-profit organization, and is affiliated with the University of Calgary, the University of Alberta, SAIT Polytechnic, and with Athabasca University.

Shirocca Consulting

Shirocca Consulting is an independent consulting practice established in 1998. The firm offers strategic advice and consulting services in project development, management, planning and economic evaluation in the fields of transportation, land development and resource management. Since its inception, the firm has completed a variety of railway projects in Canada and the US, including the Alaska-Canada Rail Link, Calgary-Edmonton High Speed Rail, revitalization of Vancouver Island's Southern Railway, Whistler Passenger Rail and Fort McMurray Rail as well as various commuter and urban rail projects. In recent years, the firm's activities have increasingly focused on project management and providing strategic and technical advice and review of major projects for senior management, boards and oversight agencies, such as the Auditor General of British Columbia, to ensure both value for money and appropriate risk management.

AECOM

AECOM (NYSE: ACM) is built to deliver a better world. We design, build, finance and operate infrastructure assets for governments, businesses and organizations in more than 150 countries. As a fully integrated firm, we connect knowledge and experience across our global network of experts to help clients solve their most complex challenges. From high-performance buildings and infrastructure, to resilient communities and environments, to stable and secure nations, our work is transformative, differentiated and vital. A Fortune 500 firm, AECOM companies had revenue of approximately US\$19 billion during the twelve months ending June 30, 2015. See how we deliver what others can only imagine at aecom.com and [@AECOM](https://twitter.com/AECOM).

G7G

G Seven Generations Ltd. (G7G) is a partnership of four like-minded entrepreneurs that seek “alternative solutions for the benefit of all” with the well-being of all people and of the environment foremost in the decision making. Therefore, G7G always recognizes the wants and needs of others, builds relationships with the stakeholders, in particular First Nations, and above all works to earn their trust by being open and honest from the very beginning of a concept to the completion of a project and beyond. After years of research and information sharing with potentially affected the stakeholders, G7G is pursuing the construction of a purpose-built railway, with designed safety that will be capable of transporting all of Western Canada’s resources to Pacific tidewater.

University of Alaska (Fairbanks)

The University of Alaska Fairbanks is a Land, Sea, and Space Grant university and an international center for research, education, and the arts, emphasizing the circumpolar North and its diverse peoples. UAF integrates teaching, research, and public service as it educates students for active citizenship and prepares them for lifelong learning and careers. The University’s core themes are: to educate undergraduate and graduate students and lifelong learners; to conduct research in order to create and disseminate new knowledge, insight, technology, artistic and scholarly works; to prepare Alaska’s career, technical, and professional workforce; to connect: Alaska native, rural, and urban communities by sharing knowledge and ways of knowing; and to engage Alaskans through outreach for continuing education and community and economic development.

Michigan Tech Research Institute

MTRI is a research center of Michigan Technological University with a focus on education, research, and development of technology to sense and understand natural and manmade environments. We are a recognized leader in the research, development and practical application of sensor and information technology to solve critical problems in national security, protecting and evaluating critical infrastructure, bioinformatics, earth sciences, and environmental processes. Founded in 2006, MTRI has 58 employees, with an Environmental Sciences Lab, a Sensor/Signal Processing Lab, a biomedical informatics research program, and a transportation research program.



REQUEST FOR DECISION

SUBJECT: Letter of Support for Alberta Used Oil Management Association

SUBMISSION TO: REGULAR COUNCIL MEETING REVIEWED AND APPROVED FOR SUBMISSION

MEETING DATE: February 14, 2017 CAO: MH MANAGER: GC

DEPARTMENT: INFRASTRUCTURE & GM: GG PRESENTER: GC
PLANNING/ENVIRONMENTAL
SERVICES

FILE NO./LEGAL: LEGAL/POLICY REVIEW:

STRATEGIC PLAN: FINANCIAL REVIEW:

RELEVANT LEGISLATION:

**Provincial (cite) – ALBERTA REGULATION 82/97 Environmental Protection and Enhancement Act
LUBRICATING OIL MATERIAL RECYCLING AND MANAGEMENT REGULATION**

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That Council endorse the attached letter to the Minister of Environment and Parks which highlights the Alberta Used Oil Management Association’s need for regulation change, ensuring the used oil collection program continues for Albertans.

BACKGROUND/PROPOSAL:

When the Alberta Used Oil Management Association (AUOMA) established the used oil materials recycling program in 1997 it was considered one of the best in Canada and around the world. With no fee increases or regulation changes since its inception 20 years ago, the program continues to fall behind. The AUOMA has made operational changes over the years to maintain sustainability but increasing costs associated to recycling the products have the association running a 2016 deficit of over \$700,000.00.

Greenview collects thousands of gallons of oil at all our solid waste management sites, and will continue to do so even though we no longer receive any revenue. One of the biggest concerns is that as used oil receives less attention from regulating agencies it may wind up being disposed of improperly thus leading to contamination of the environment in the Province of Alberta.

The letter is based on a template received from Linda McDonald along with the following email:

Here is a draft letter to the Minister, as requested by our members at the Alberta CARE

Regional Meeting on Dec 2nd, 2016. This letter is to give you the information from the presentation from AUOMA at that time and do a letter around it.

It was important that all members send the same or similar letter to the Minister to get her attention to deal with the issue of the continued losses AUOMA is suffering, as of the end of 2016', the deficit is \$734,000.00. (you could add that fact to the letter).

Alberta should not have to lose this recycling program.

Linda

Linda McDonald

Executive Director

OPTIONS/BENEFITS/DISADVANTAGES:

OPTIONS: Council may choose to endorse the letter or they may choose not to.

BENEFITS: The benefit of the recommendation may convince the Minister of Environment and Parks to initiate change in used oil regulation.

DISADVANTAGES: There are no perceived disadvantages to this recommendation of support.

COSTS/SOURCE OF FUNDING:

N/A

ATTACHMENT(S):

- Draft letter to Minister of Environment and Parks



MUNICIPAL DISTRICT OF GREENVIEW No. 16

February 14th, 2017

Minister of Environment and Parks
Main Floor, Great West Life Building
9920 108 Street
Edmonton, Alberta T5K 2M4

To Ms. Shannon Phillips:

RE: Alberta Used Oil Management Association (AUOMA)

The used oil materials recycling program has been operating in Alberta for close to 20 years. In the past, the program was considered one of the best in Canada and around the world. Unfortunately, this is no longer the case as Alberta is being left behind by other provinces.

It has been brought to our attention that changes to the Designated Materials Recycling Regulation is required to save this program that is so widely used by Albertans. Current regulated fees do not cover the cost of recycling oil containers or oil filters. In addition, the program manages compatible automotive plastics containers voluntarily deposited in the collection system, for example DEF, windshield washer and antifreeze containers. This makes up to 20% of the plastics collected, which are 100% recyclable with oil containers. These containers are managed by provincial programs in other provinces. Other rising costs are antifreeze which is showing up in oil collection tanks and costs the processors to manage.

The program has not had a change in fees or material streams since it started in 1997 and has hit a financial wall. Even though operational changes have been made during the last number of years, projections are showing that without regulation changes, the program will continue to fall behind and Albertans will not benefit. We are seeing the continued loss of locations for Albertans to easily and responsibly dispose of their used oil materials as a direct result of the lack of regulation change. The end result is that we must balance the budget by 2018 to protect the working capital needed to operate.

AUOMA has delivered the 2017 Business Plan to the Minister and it was published December 1, 2016. This regulation change has been requested numerous times during the last number of years, we respectfully request that this file be moved forward expeditiously.

Thank you for your time and consideration.

Sincerely,

Greenview Council



REQUEST FOR DECISION

SUBJECT: Philip J Currie Dinosaur Museum Board Appointment
SUBMISSION TO: REGULAR COUNCIL MEETING REVIEWED AND APPROVED FOR SUBMISSION
MEETING DATE: February 14, 2017 CAO: MH MANAGER:
DEPARTMENT: CAO SERVICES GM: PRESENTER:
FILE NO./LEGAL: LEGAL/POLICY REVIEW:
STRATEGIC PLAN: FINANCIAL REVIEW:

RELEVANT LEGISLATION:

Provincial (cite) – N/A

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That Council appoint one Councillor to the Philip J. Currie Dinosaur Museum Board.

BACKGROUND/PROPOSAL:

The member that previously sat on the Philip J. Currie Dinosaur Museum board has decided to step down.

Councillor Rutt has requested that Council consider replacing the member at large with a Councillor.

OPTIONS/BENEFITS/DISADVANTAGES:

OPTIONS: Other options for Council’s consideration is to not place a Member of Council on the board but advertise for another ratepayer to sit on the board to represent Greenview.

BENEFITS: The benefit of the recommended motion is that Council will have firsthand accounting and reporting of the topics discussed at the board meetings.

DISADVANTAGES: There are no perceived disadvantages to the recommended motion.

COSTS/SOURCE OF FUNDING:

As per Policy 1008, honorariums may be incurred. Council honorariums are included in the yearly Operating Budget.

ATTACHMENT(S):

- None



REQUEST FOR DECISION

SUBJECT: Grovedale Commercial Development Deficiencies
SUBMISSION TO: REGULAR COUNCIL MEETING REVIEWED AND APPROVED FOR SUBMISSION
MEETING DATE: February 14, 2017 CAO: MH MANAGER:
DEPARTMENT: INFRASTRUCTURE & GM: GG PRESENTER: GG
PLANNING/PLANNING & DEVELOPMENT
FILE NO./LEGAL: LEGAL/POLICY REVIEW:
STRATEGIC PLAN: FINANCIAL REVIEW:

RELEVANT LEGISLATION:

Provincial (cite) = N/A

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That Council accept the deficiencies report for the commercial development located on NW-33-69-6-W6 for information as presented.

BACKGROUND/PROPOSAL:

At the regular Council meeting of January 10, 2017, Council carried the following motion:
“That Administration provide a deficiencies list for the McAusland development in Grovedale.”

For Council’s benefit, Administration has prepared a large plan profile of the McAusland commercial development allowing for a visual understanding of the deficiencies with their locations identified on the plan profile.

The four lot subdivision plan profile has a length of 380 meters of constructed roadway which included the tie-in to phase 1 at the East end of the existing development. The plan profile includes Greenview’s portion of constructed roadway from Range Road 64 to the tie-in point at the west end 0+100 of the developer’s road. The developer was responsible to match Greenview’s road top elevations at this tie-in point.

In the bottom left hand corner of the plan profile is a list of as-constructed deficiencies. These deficiencies are numbered which correspond to the deficiency numbers on the access road layout at the top.

There are two typical cross sections drawings on the plan profile. The Subdivision Standard box represents Greenview's standard plan profile for any 10 meter wide industrial or commercial road. The As-Constructed box represents what was surveyed, thus creating the as-constructed plan profile by the developer.

The bottom middle of the plan profile includes the north and south ditch elevation profiles that represents the entire 380 meters of the developer's road.

Administration has provided explanations (**Exp.**) for the items noted on the profile plan deficiency list:

Some deficiencies may be noted as **Not Identified**; meaning that without the proper approved plan profile and onsite inspection report, it is virtually impossible to know what was constructed thus leaving Greenview unable to identify these deficiencies and being able to relay these deficient items at the last meeting with the developer when deficiencies were discussed.

Many of the outlined deficiencies could have potentially been avoided if a plan profile was drafted and approved by Greenview, with the guidance and support of the hired consultant.

1) Connecting Road North radius substandard – May need cut-off for culvert extension.

Exp. Developer constructed the north side of the east entrance at 10 meter radius verses 15 meter radius. This narrows the corner for truck movement entering the subdivision forcing then into oncoming traffic to keep their wheels out of the ditch. To resolve this deficiency, the developer will need to extend the culvert to the north to construct a 15 meter turning radius. Once completed the contractor will need to provide a minimum 4:1 back slope of the ditch, if the developer cannot provide a 4:1 back slope then the developer will need to corner cut the north lot to achieve the proper back slope.

2) Curve lacks super elevation (60km design speed)

Exp. Developer would need to reconstruct the curve to meet the Standard Specifications for Highway Construction of Alberta Transportation, which are used by Greenview. Super elevation is used on curves to help guide a vehicle into the curve instead of pushing it out of the curve as a normal elevation would do.

Deficiency Not Identified

3) Road Top width less than specification (10.0 meter minimum)

1+000 to 1+140 - Road top less than 9.0 meters.

Exp. 140 meters of gravel road top does not meet the Subdivision Standard of the Typical Road Cross Section of 10.0 meters in width.

1+140 to 1+190 – Road top less than 10.0 meters.

Exp. 50 meters of gravel road top does not meet the Subdivision Standard of the Typical Road Cross Section of 10.0 meters in width.

4) 1+300 Culvert Installed with 0.02m drop.

Exp. Less than 0.05m drop tends to silt the culvert outlet over time which reduces water flow. Ditch grades and culverts with 0.05 or greater create enough velocity to help flush silt buildups out of the culvert outlets.

5) 1+020 to 1+300 LT (North side) Construction limits outside of Right of Way.

6) 1+020 to 1+150 RT (South side) Construction limits outside of Right of Way.

7) 1+200 to 1+370 RT (South side) Construction limits outside of Right of Way.

Exp. Between both sides of the constructed road there is a total of 760 meters of property frontage. Five hundred (580) meters of road construction is built outside of the road allowance on private land.

This locates the back slope of the ditch on private property. If the landowner wanted to install a fence, it would have to be placed further back from the property line or the fence could legally be installed in the back slope of the ditch resulting in several maintenance concerns.

8) 1+024 Entrance RT (South side) wider than specification.

9) 1+024 Entrance RT (South side) West radius 8.0 meters.

10) 1+024 Entrance RT (South side) East radius 9.0 meters.

11) 1+192 Entrance RT (South side) wide than specification.

12) 1+092 Entrance RT (South side) West radius 6.0 meters.

13) 1+192 Entrance RT (South side) East radius 9.0 meters.

14) 1+192 Entrance RT (South side) is 22.0 meters from the side yard property line.

Exp. The approach into this lot does not meet Greenview's standard for Industrial access of 10.0 meter wide surface with a radius of 10.0 meters on either side. Greenview's standard for the installation of an approach is 30.0 meters from the side yard property line. **Note,** Industry standard practise is to locate both approaches across from one another, not offset as has been developed.

15) 1+212 Entrance LT (North side) wider than specification.

16) 1+212 Entrance LT (North side) West radius 8.0 meters.

17) 1+212 Entrance LT (North side) East radius 6.0 meters.

Exp. The approach into this lot does not meet Greenview's standard for Industrial access of 10.0 meter wide gravel surface with a radius of 10 meters on either side. **Note,** Industry standard practise is to locate both approaches across from one another, not offset as has been developed.

18) As noted in #14 & #15 Greenview would have preferred to see the industry standard practise used on two approaches being directly across from each other and not offset from each other.

19) 1+300 Entrance RT (South side) wider than specification.

20) 1+300 Entrance RT (South side) West radius 6.0 meters.

21) 1+300 Entrance RT (South side) East radius 7.0 meters.

Exp. The approach into this lot does not meet Greenview's standard for Industrial access of 10.0 meter wide gravel surface with a radius of 10 meters on either side.

22) Side slopes do not meet 4:1 specifications. **Deficiency Not Identified**

Exp. Throughout the road construction, the side slopes on the North & South side of the project are inconsistent as shown in the cross sections. This type of side slope inconsistency forces the ditch line to meander inside and out of the right of Way on to private property.

23) Ditches do not meet 3.0 meter wide specification. **Deficiency Not Identified**

Exp. Standard ditch bottoms are to be constructed flat to a constant width of 3.0 meters. If the ditch bottom is sloped to the inside or outside of the ditch this will create premature erosion at the toe of the slide slope or back slope of the ditch. This will also affect culvert placement and cause water to pool and backup in the ditch bottom. This type of ditch bottom width inconsistency will also force the ditch bottom to meander inside and outside of the Right of Way on to private property.

24) Road top and ditch profiles are rough and inconsistent as per profile drawing.

Exp. The inconsistent road surface could be improved over time with constant grading and additional gravel. The ditch profile would have to be survey staked and regraded to create a uniform grade line within the Right of Way.

25) No records of compaction testing on embankments below 0.2 meters from final grade. **Deficiency Not Identified**

Exp. Greenview requires testing of 98% compaction at optimum moisture throughout the embankment to within 0.3 meters of final grade to where compaction is required at 100% at optimum moisture content. Greenview has no record of this testing being completed to date.

26) No record of gravel type used or quantity. **Deficiency Not Identified**

Exp. Greenview requires proof of in spec gravels and quantity used as per Greenview's standards.

27) No record of seeding, seed type used, or bag tags submitted. **Deficiency Not Identified**

Exp. Greenview requires the developer to provide the seed bag tags on an approved seed mixture and fertilizer meeting the required application rates. Seed application rate 56Kg's per hectare and a 112Kg's per hectare of fertilizer.

28) Exp. This deficiency item has been removed from the deficiencies list as the developer has installed the subdivision signage as of January 31, 2017.

Administration has also provided the cross sections of the subdivision road. These will identify what was built versus what would have been constructed using a design profile approved by Greenview.

The noted deficiencies listed would have been identified using the identical process in a tendered contract being administered by a consultant for Greenview or with a developer's project and a Developer's Agreement in place. Greenview requires the developer's consulting engineer to follow the identical procedure in identifying deficiencies.

In both scenarios above when all noted deficiencies have been completed through a construction completion inspection, the warranty period commences.

Once the warranty period has expired and the final acceptance inspection is passed with no additional deficiencies identified, the final acceptance certificate can be issued ending the warranty period with all remaining security or hold backs refunded back to the developer or contractor. The infrastructure then becomes property of Greenview.

In closing, I would like to draw Councils attention to the plan profile "picture" showing the defined storm-water ditch created during the construction of this development. The stormwater ditch flows across private property in a south easterly direction that ties onto phase 1.

Prior to the construction of this development Greenview did not receive, nor would have approved the concept plan for the stormwater design for this development. Administration would have also not approved a stormwater ditch to be directed off Greenview's intended Right of Way onto private property when other

options could have been designed to eliminate this inconvenience for the land owners. Thus Greenview having to put a caveat on title for a future stormwater easement.

OPTIONS/BENEFITS/DISADVANTAGES:

OPTIONS: Council can accept the report or request further information and table this item.

BENEFITS: NA

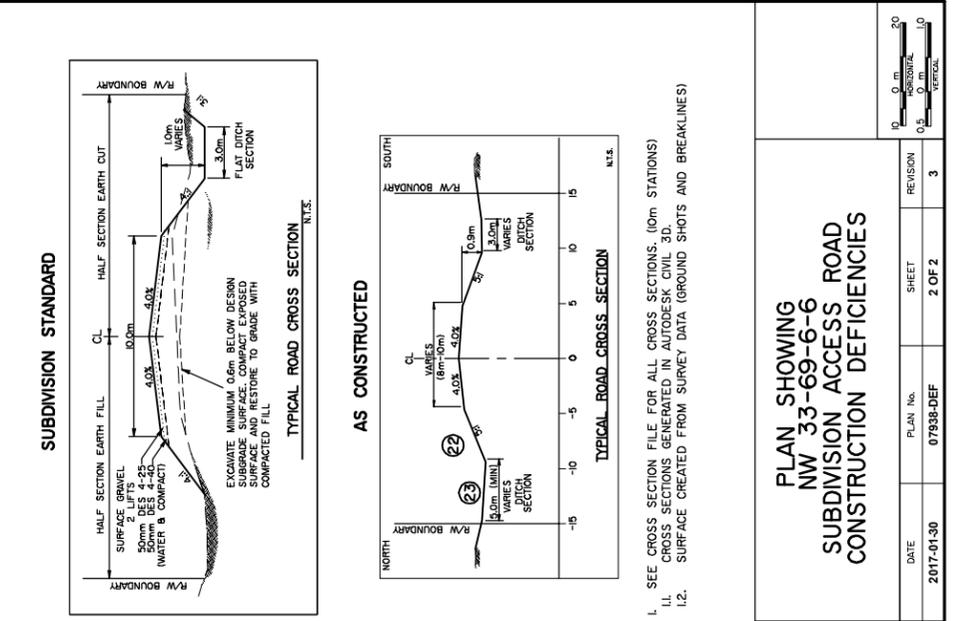
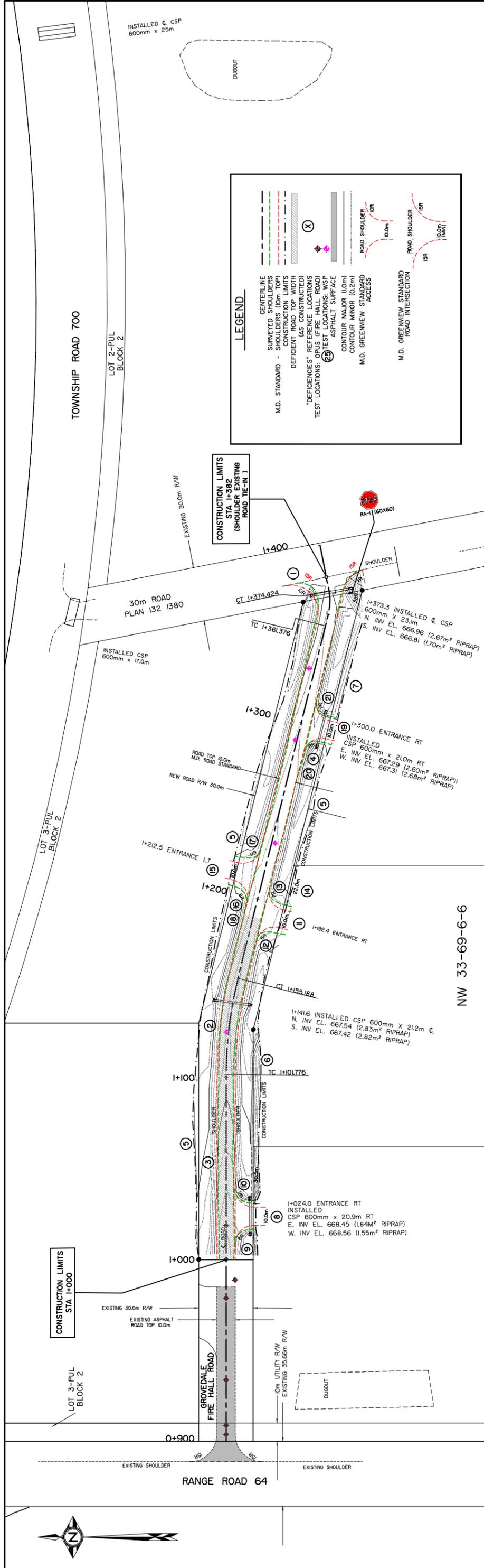
DISADVANTAGES: NA

COSTS/SOURCE OF FUNDING:

There is no cost associated with the recommended motion.

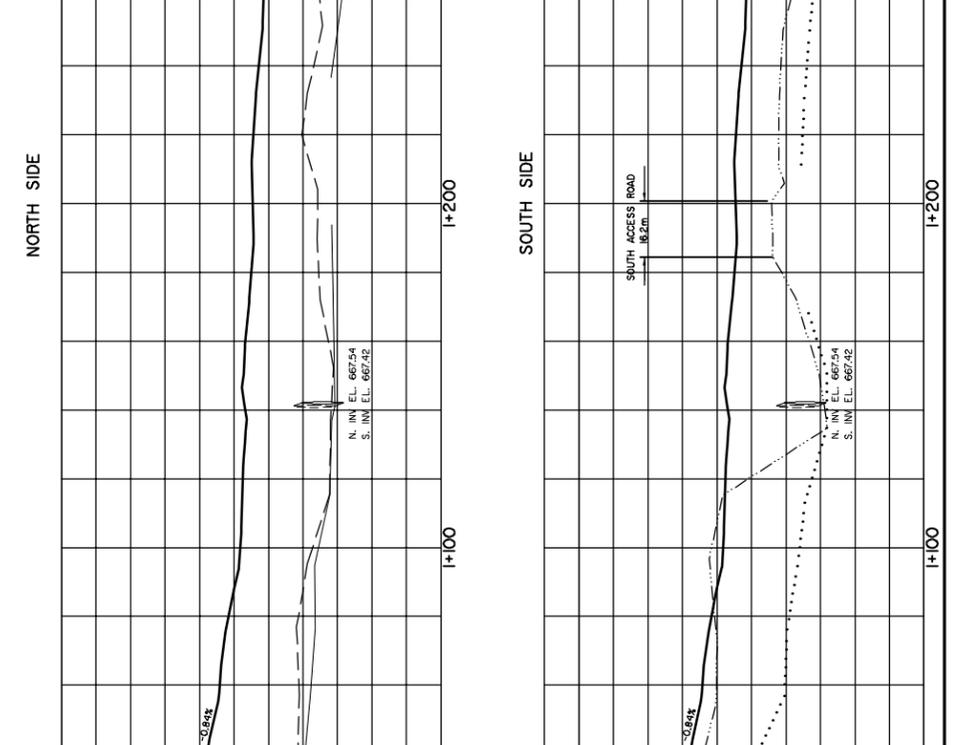
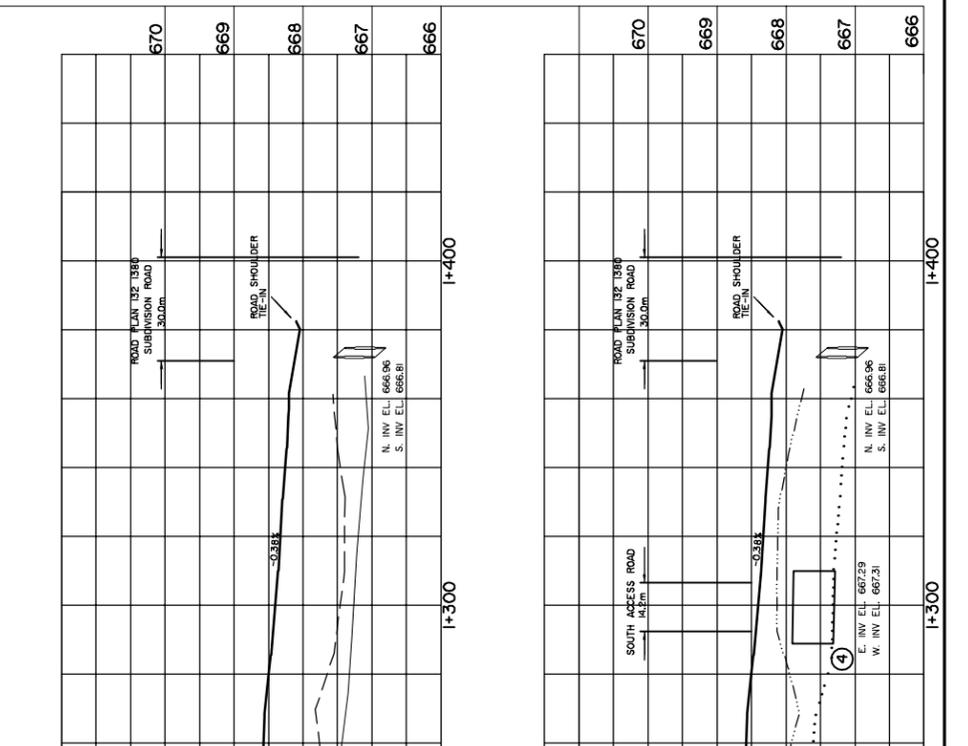
ATTACHMENT(S):

- 11x17 plan profile
- Access road cross sections
- Land elevation grades



LEGEND

- CENTERLINE
- SURVEYED SHOULDERS
- CONSTRUCTION LIMITS
- DEFICIENT ROAD TOP WIDTH
- "DEFICIENCIES" REFLECT CONSTRUCTION LIMITS
- ORUS (REFER TO ROAD TEST LOCATIONS: WSP)
- ASPHALT SURFACE
- CONTOUR MAJOR (1.0m)
- CONTOUR MINOR (0.2m)
- M.D. GREENVIEW STANDARD ACCESS
- M.D. GREENVIEW STANDARD ROAD INTERSECTION



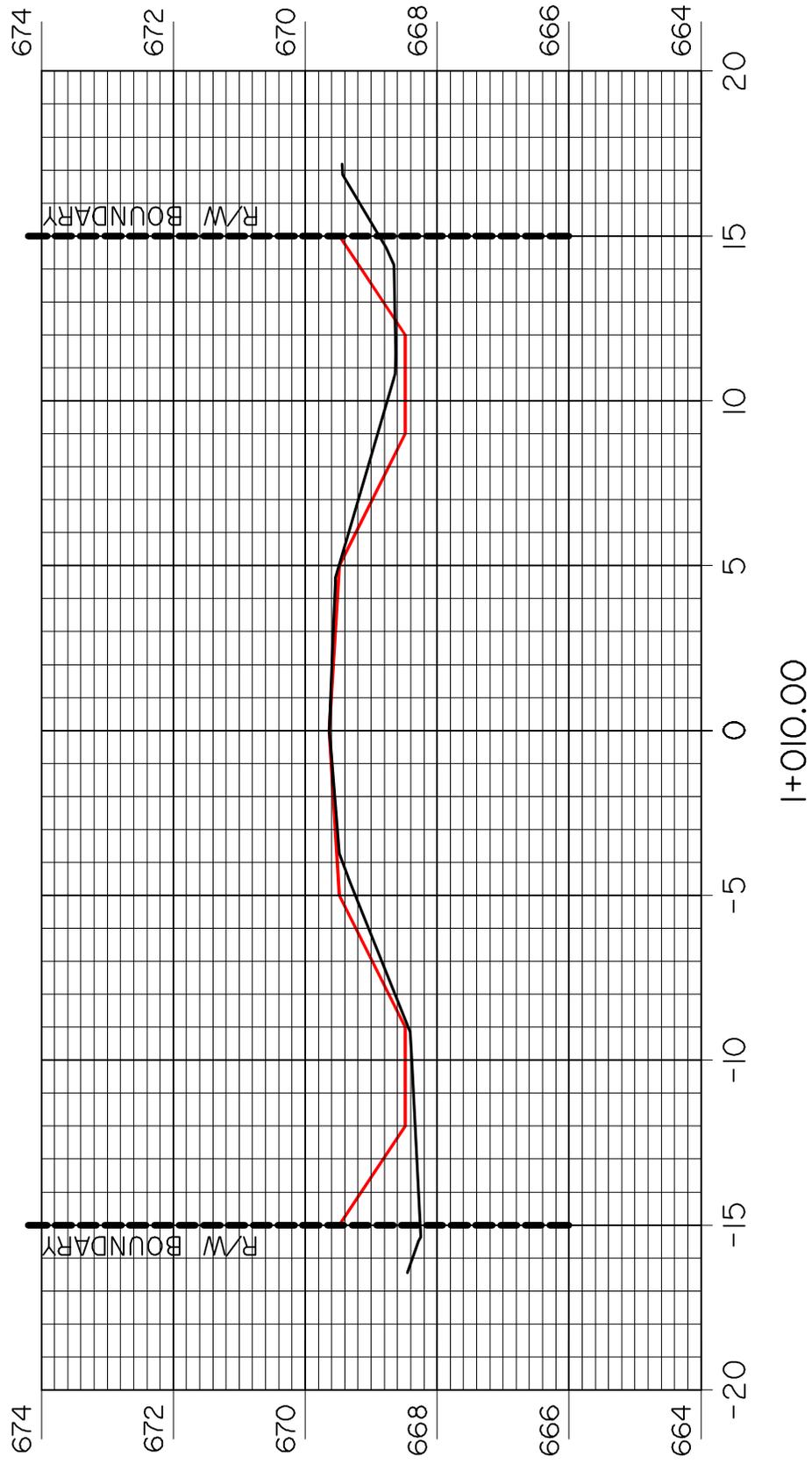
- LEGEND**
- AS CONSTRUCTED CENTERLINE
 - LEFT SOD (CONSTRUCTION LIMITS)
 - RIGHT SOD (CONSTRUCTION LIMITS)
 - (NORTH) LEFT DITCH
 - (SOUTH) RIGHT DITCH
- DEFICIENCIES**
- Connecting Road North radius substandard. May need corner cut-off for culvert extension.
 - Curve lacks super elevation (80km design Speed)
 - Road Top width less than specification (10.0m minimum)
 - 1+000 to 1+140 - Road top less than 9.0m
 - 1+140 to 1+190 - Road top less than 10.0m
 - 1+300 Culvert installed with 0.02m drop.
 - 1+020 to 1+300 LT. Construction limits outside road Right-of-Way.
 - 1+020 to 1+150 RT. Construction limits outside road Right-of-Way.
 - 1+200 to 1+370 RT. Construction limits outside road Right-of-Way.
 - 1+024 Entrance RT - Wider than specification
 - 1+192 Entrance RT - West Radius 8.0m
 - 1+024 Entrance RT - East Radius 9.0m
 - 1+192 Entrance RT - West Radius 6.0m
 - 1+192 Entrance RT - East Radius 7.0m
 - 1+192 Entrance RT is ~22m from property line. Minimum is 30m
 - 1+212 Entrance LT - Wider than specification
 - 1+212 Entrance LT - West Radius 8.0m
 - 1+212 Entrance LT - East Radius 6.0m
 - *Preferable to have RT & LT entrances line up.
 - 1+300 Entrance RT - Wider than specification
 - 1+300 Entrance RT - West Radius 6.0m
 - 1+300 Entrance RT - East Radius 7.0m
 - Side slopes do not meet 4:1 specification. (refer to cross sections)
 - Ditches do not meet 3.0m wide specification. (refer to cross sections)
 - Road top and ditch profiles are rough and inconsistent as per profile drawing.
 - No records of compaction testing on embankment below 0.2 from final grade.
 - No record of gravel type used or quantity.
 - No record of seeding, seed type used, or bag tags submitted.
 - Subdivision and address signage was supplied and needs to be installed.

**PLAN SHOWING
NW 33-69-6-6
SUBDIVISION ACCESS ROAD
CONSTRUCTION DEFICIENCIES**

DATE	2017-01-30	PLANNING No.	07938-DEF	SHEET	2 OF 2	REVISION	3
------	------------	--------------	-----------	-------	--------	----------	---

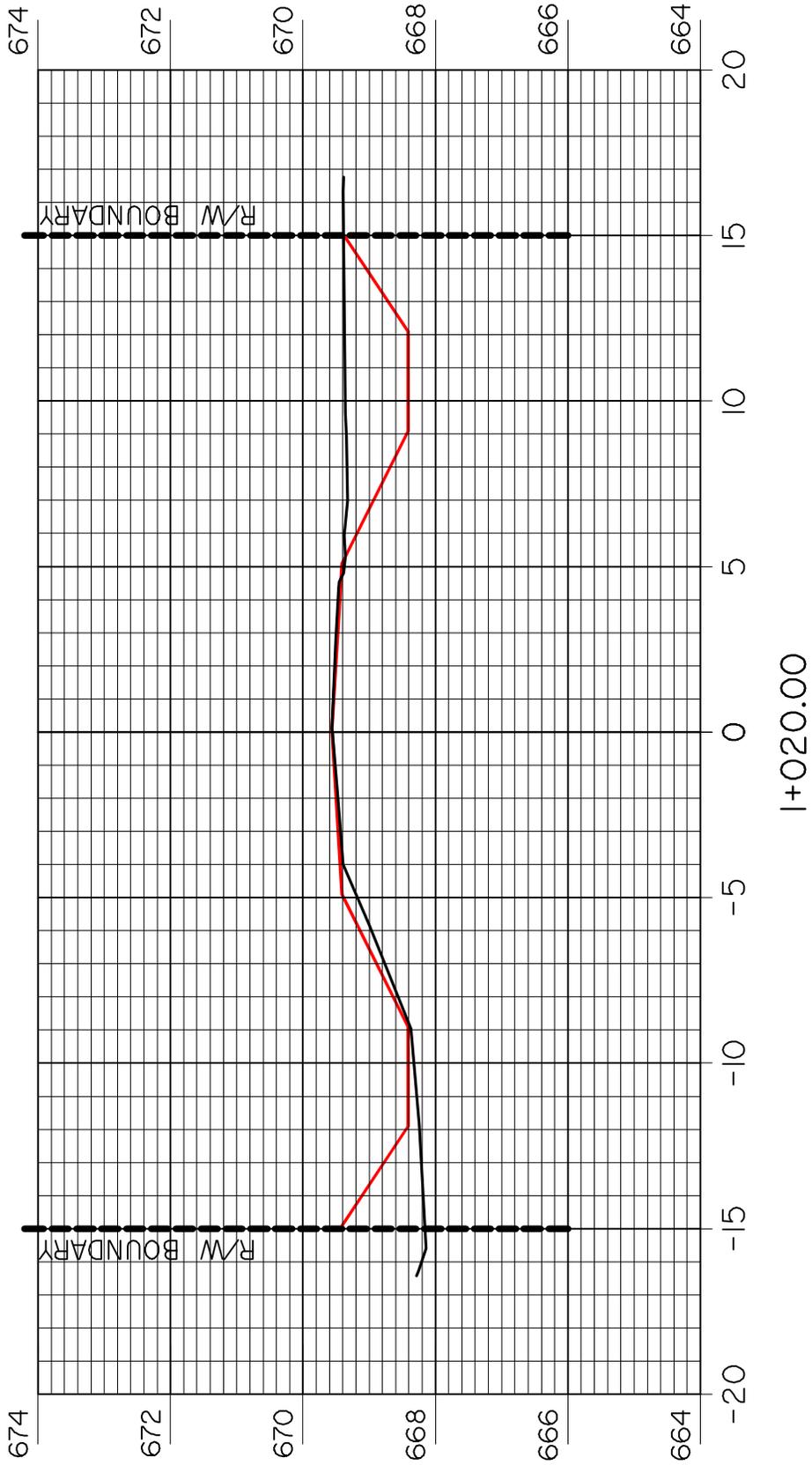
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



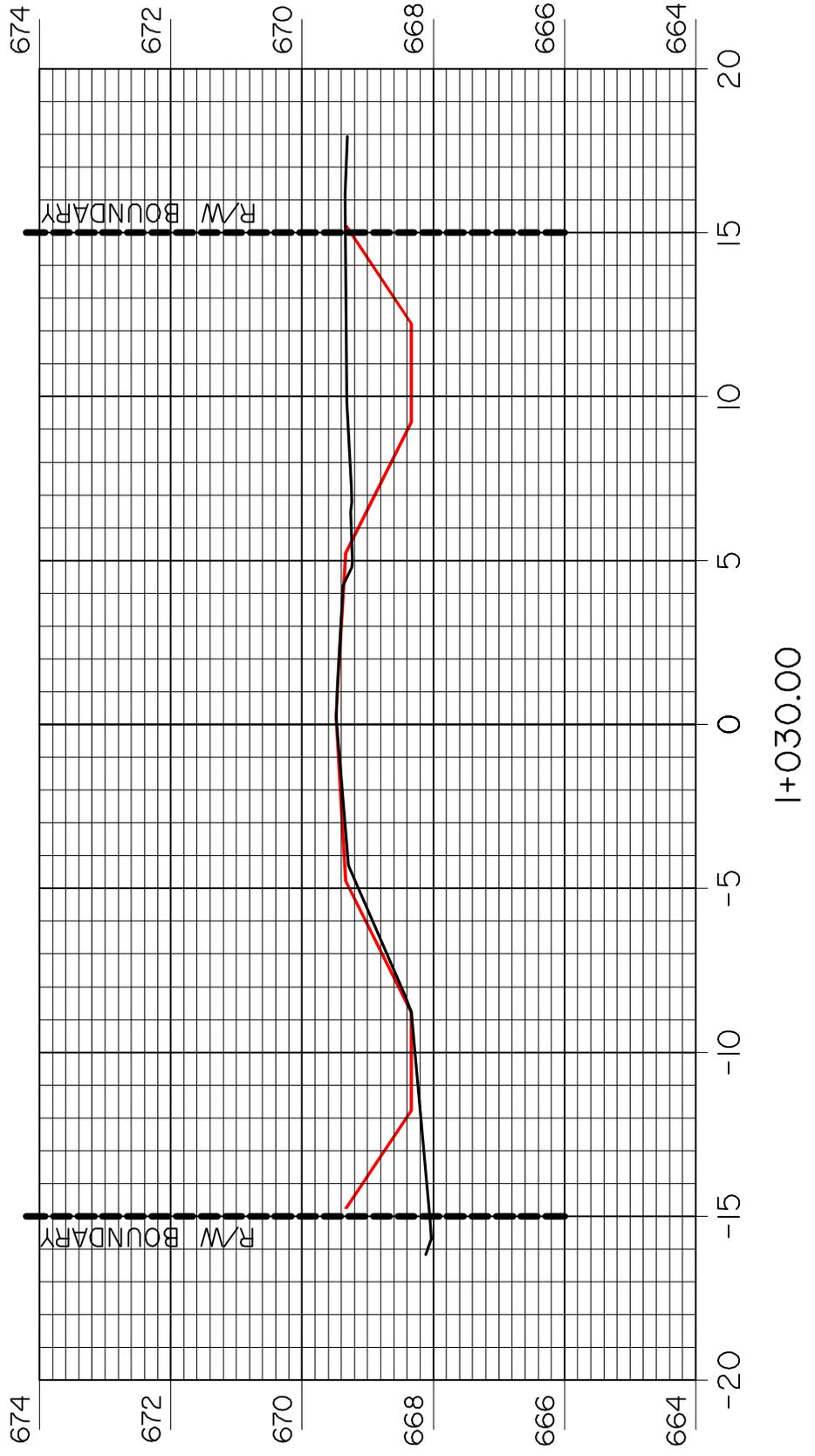
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



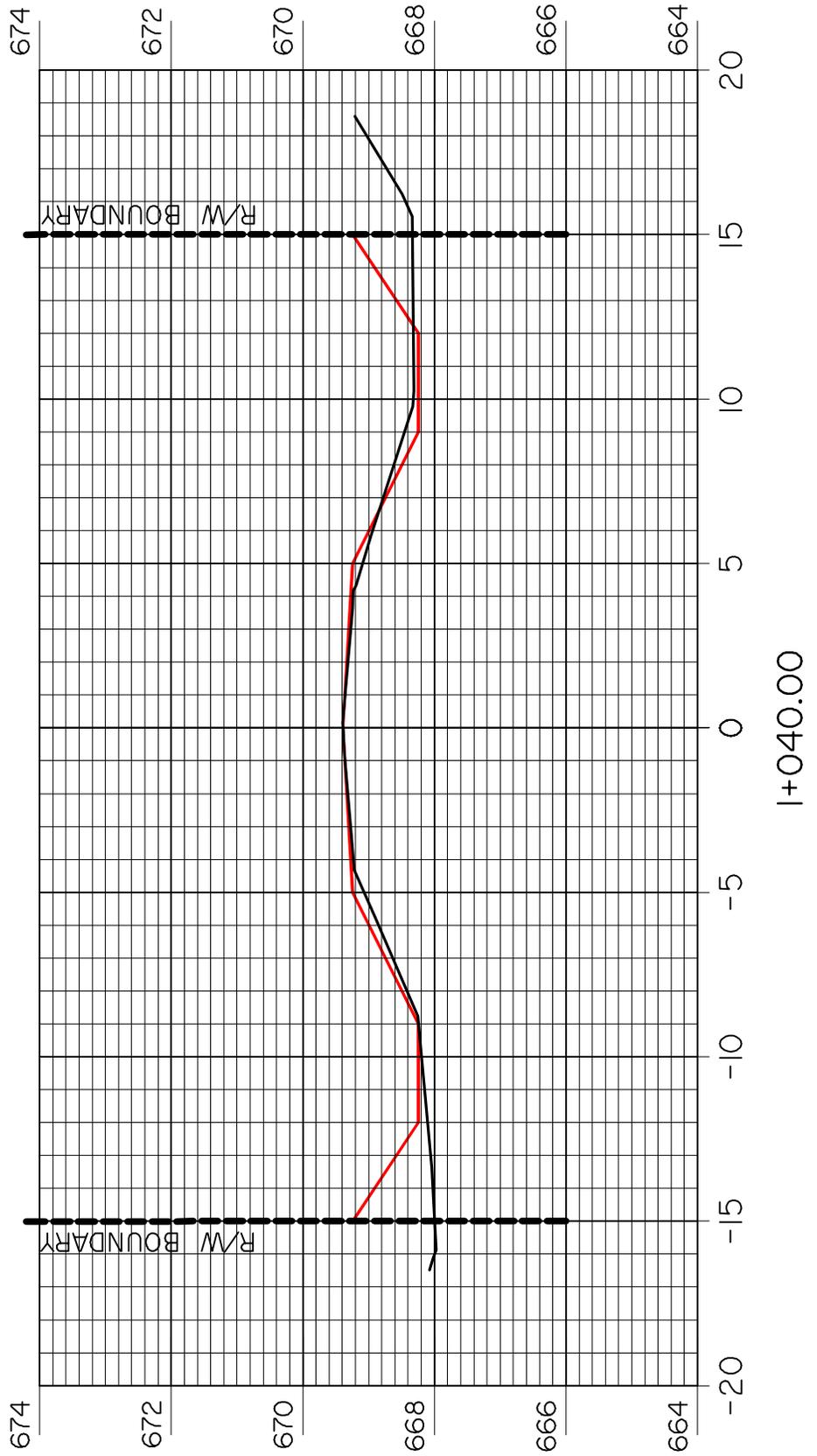
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



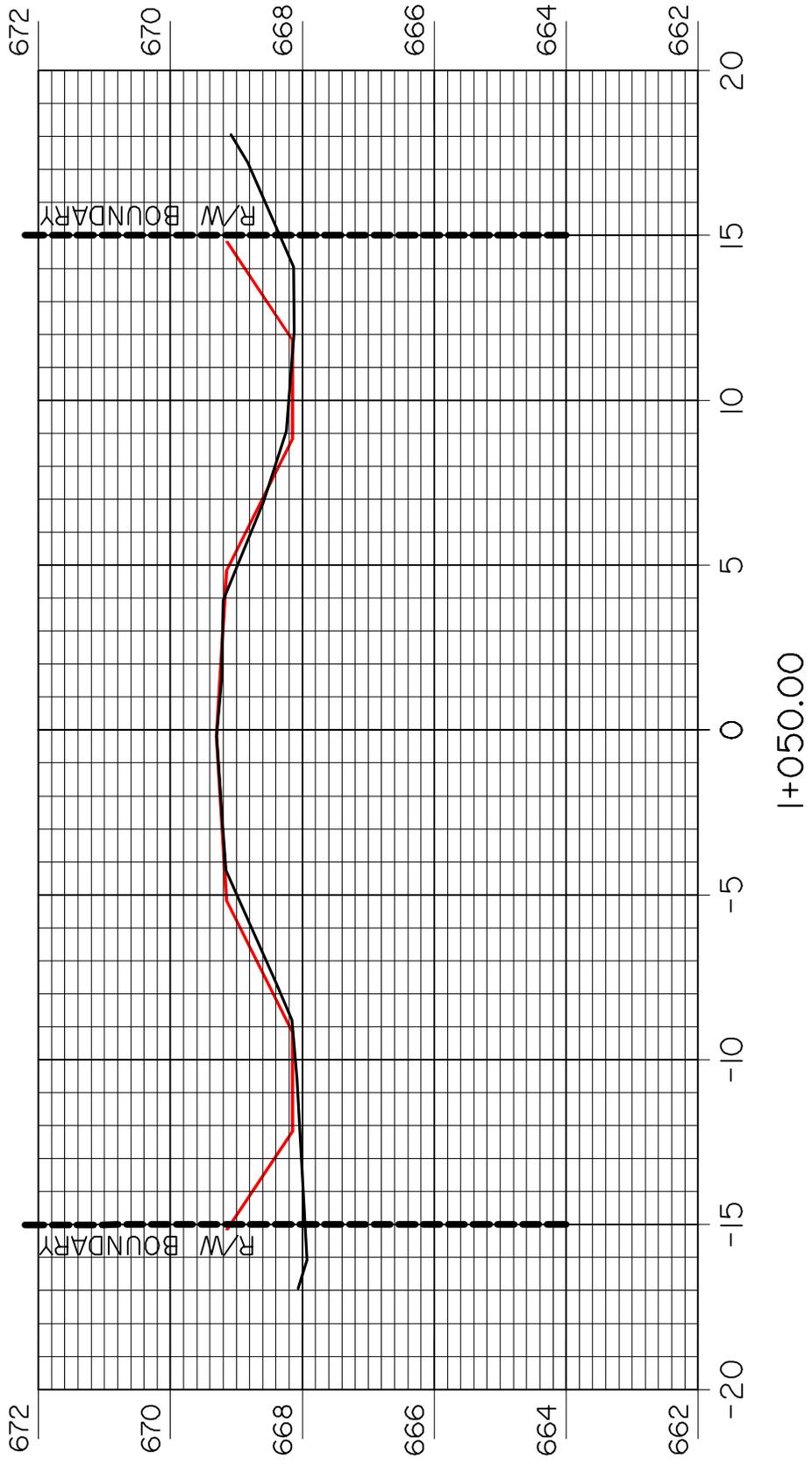
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



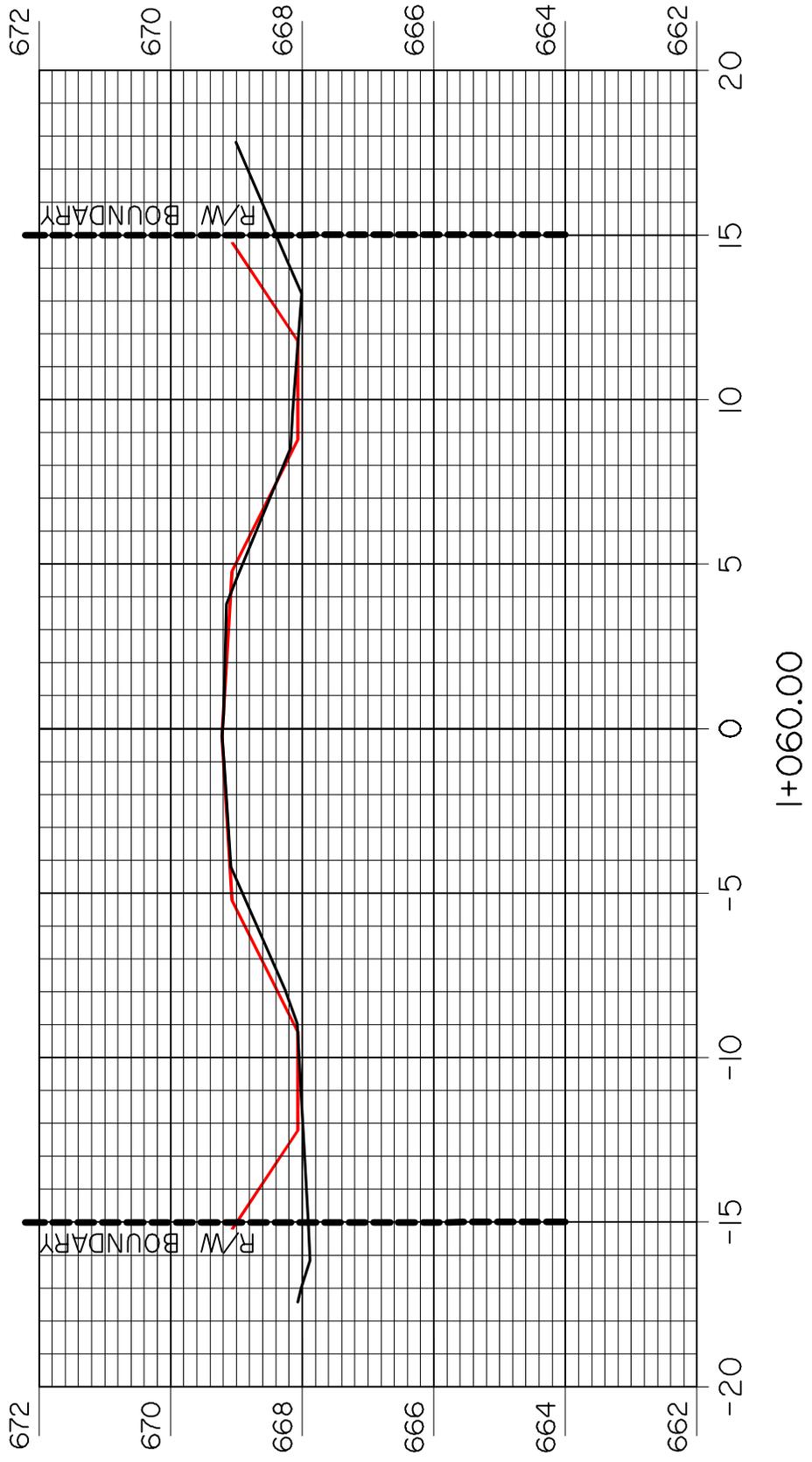
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



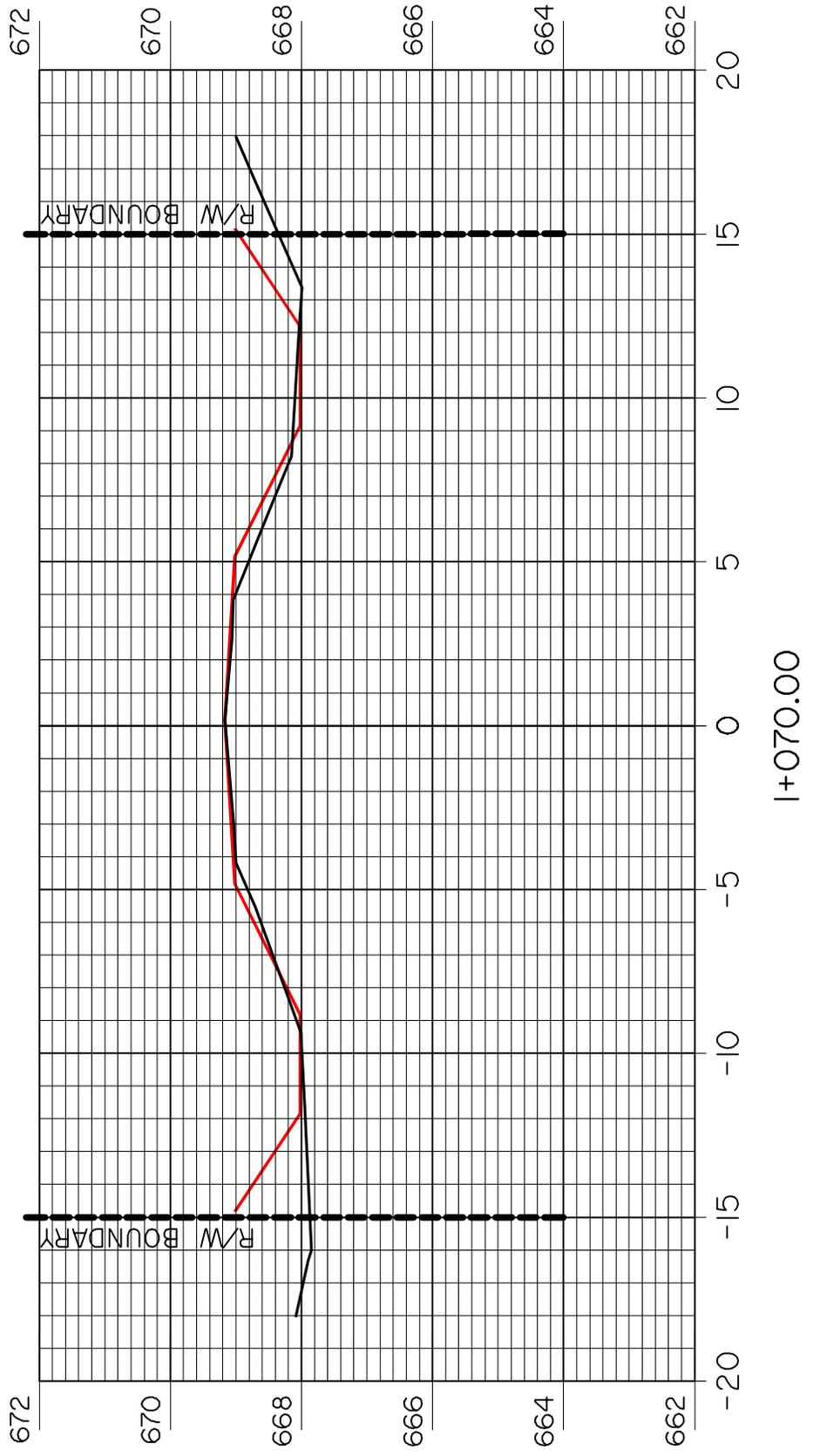
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



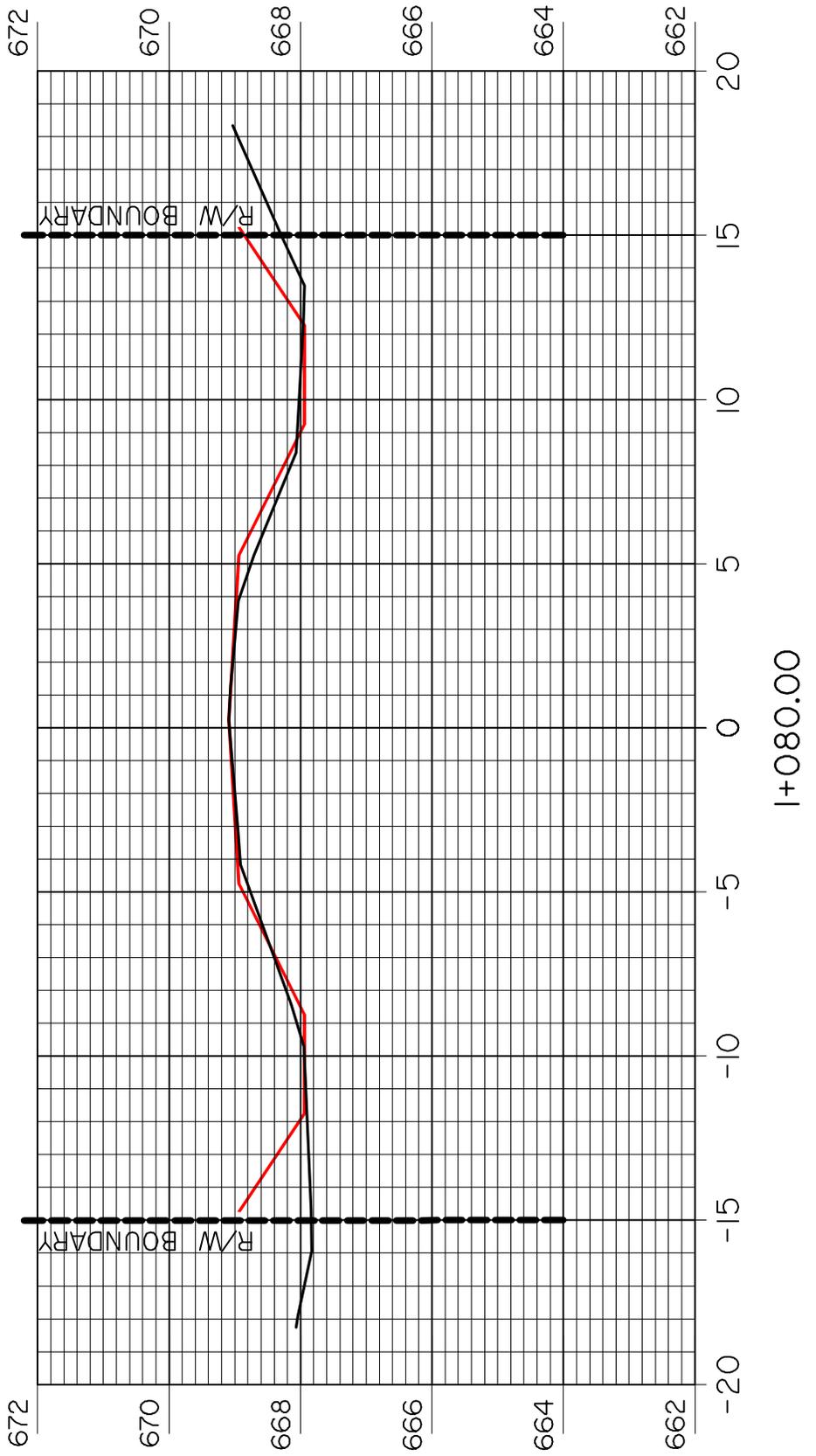
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



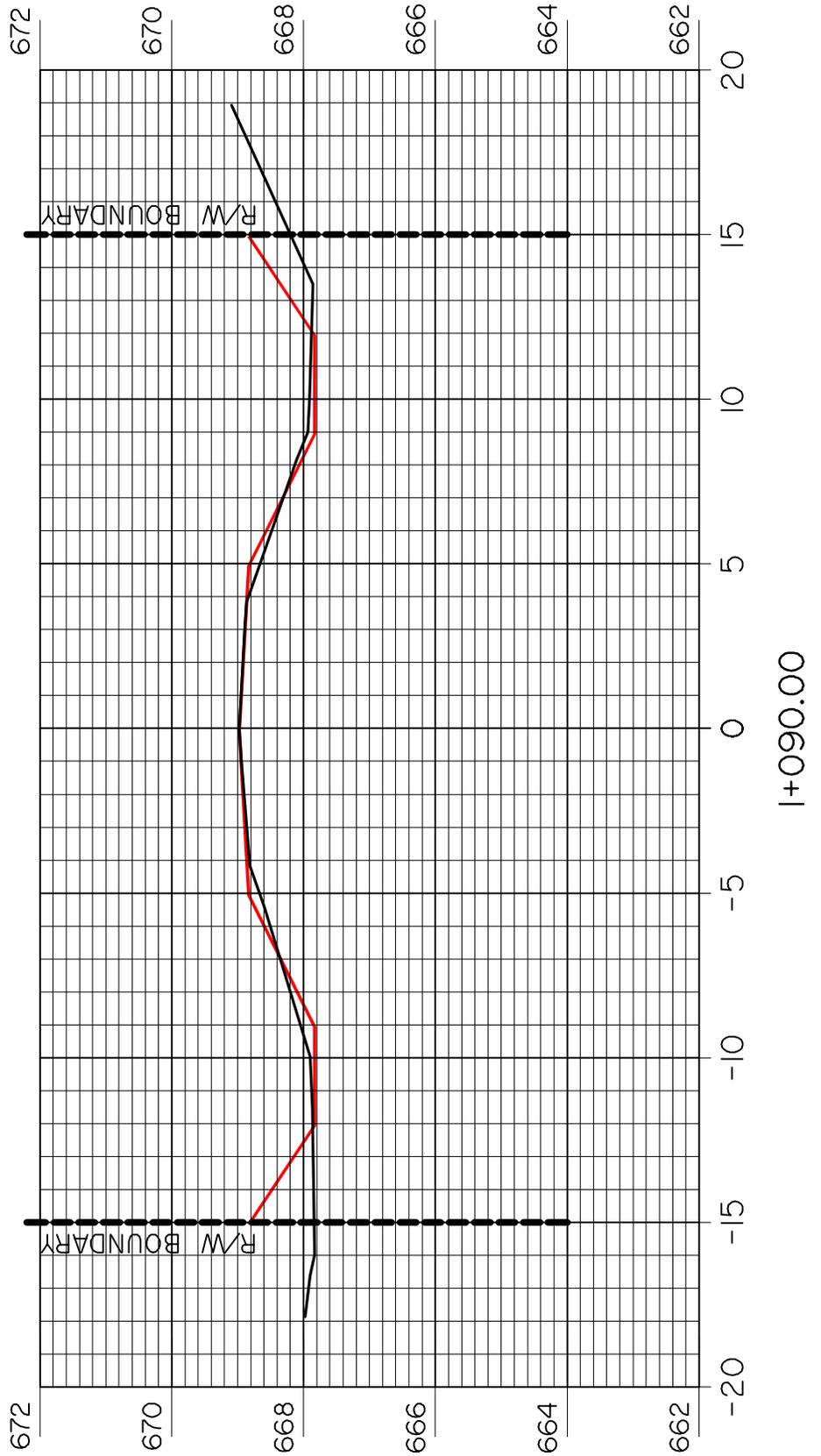
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



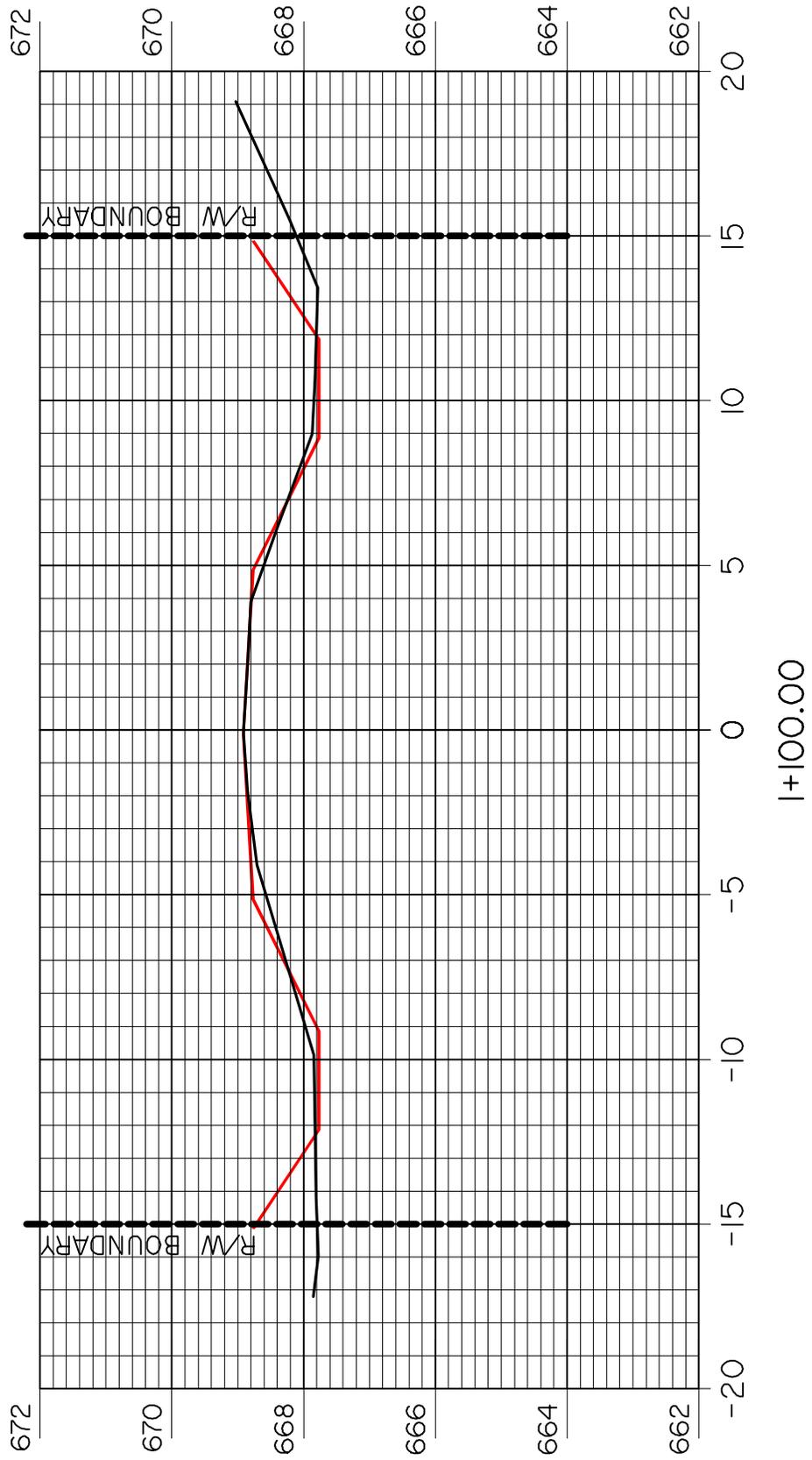
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



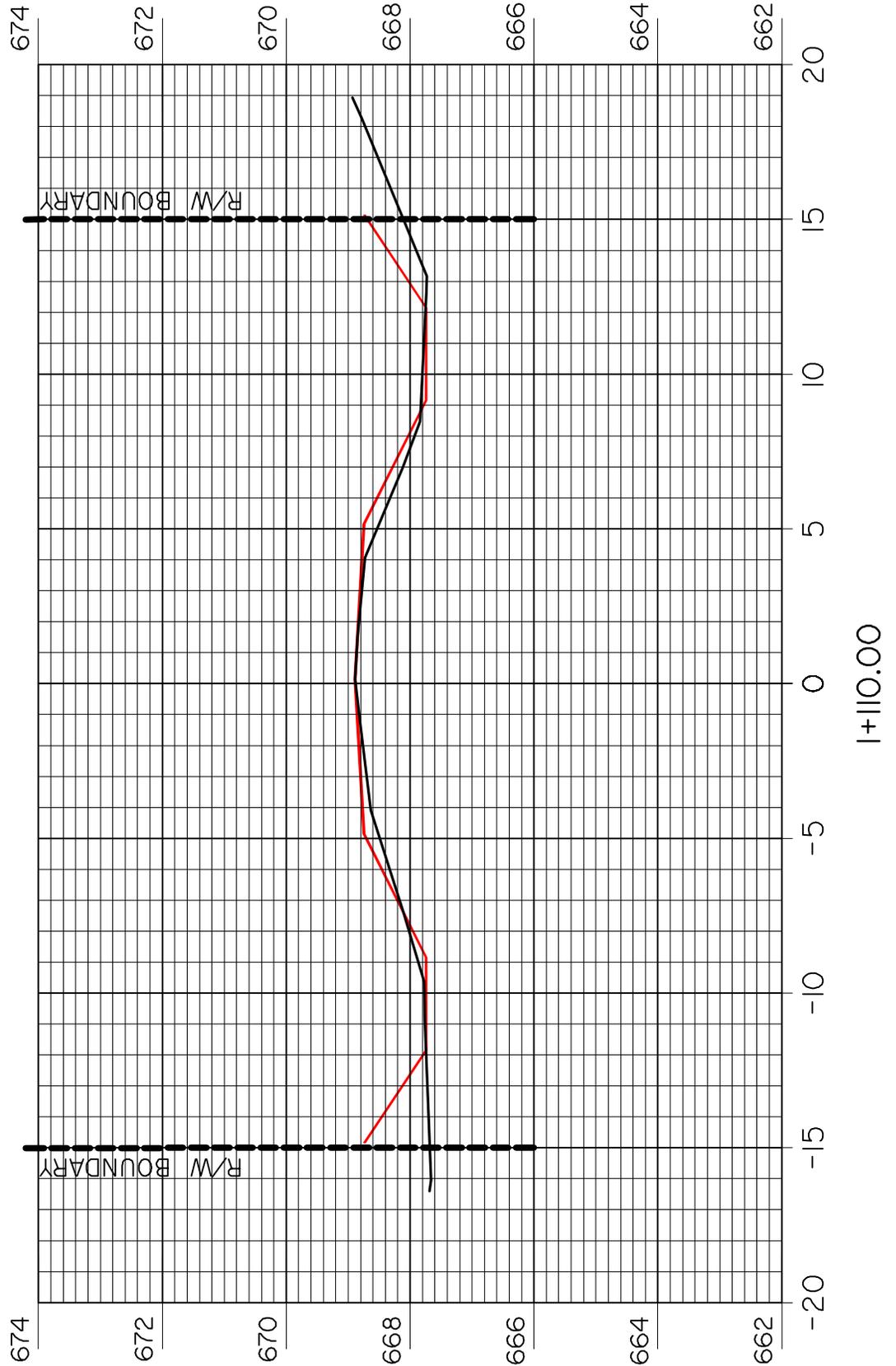
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)

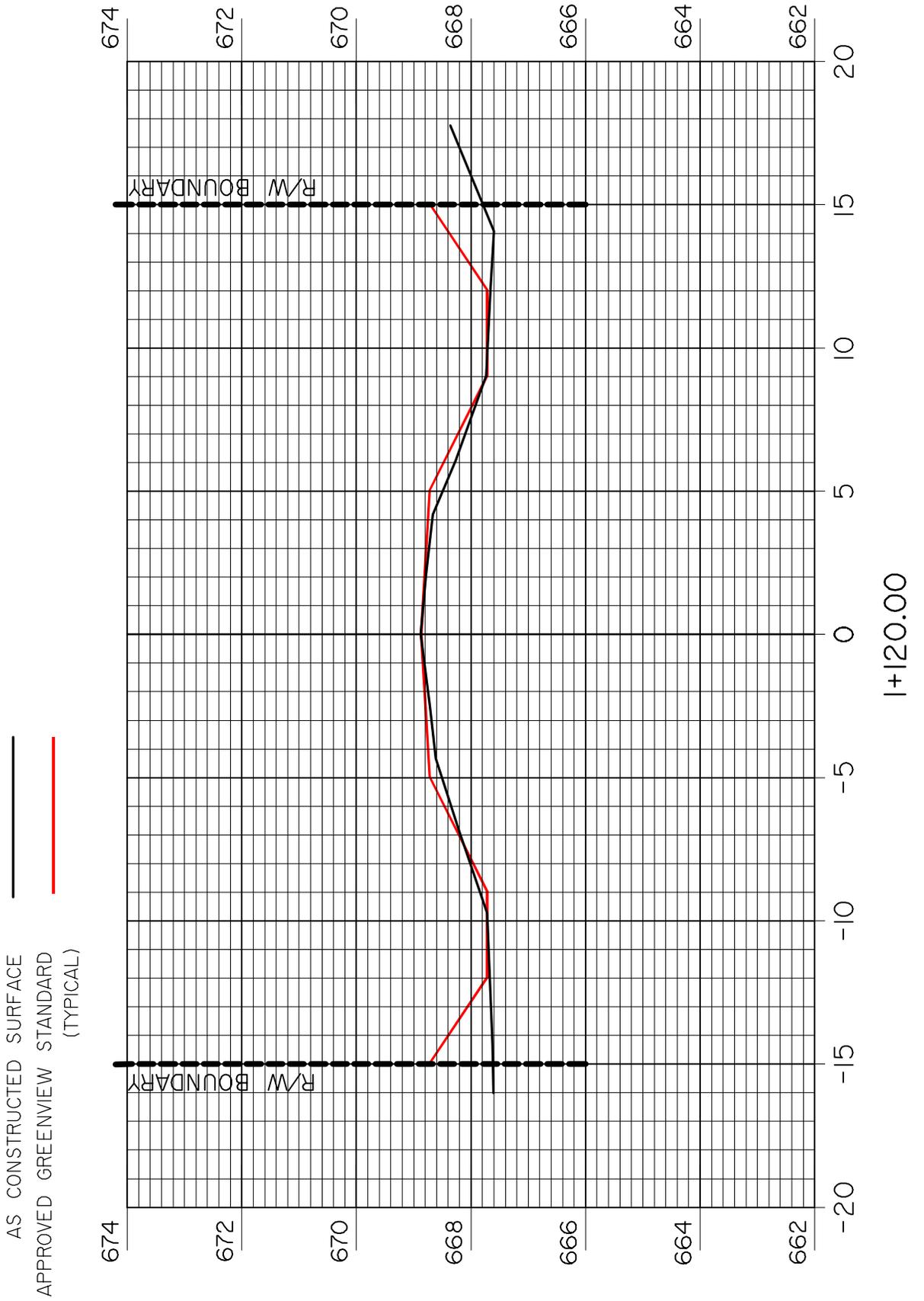


NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)

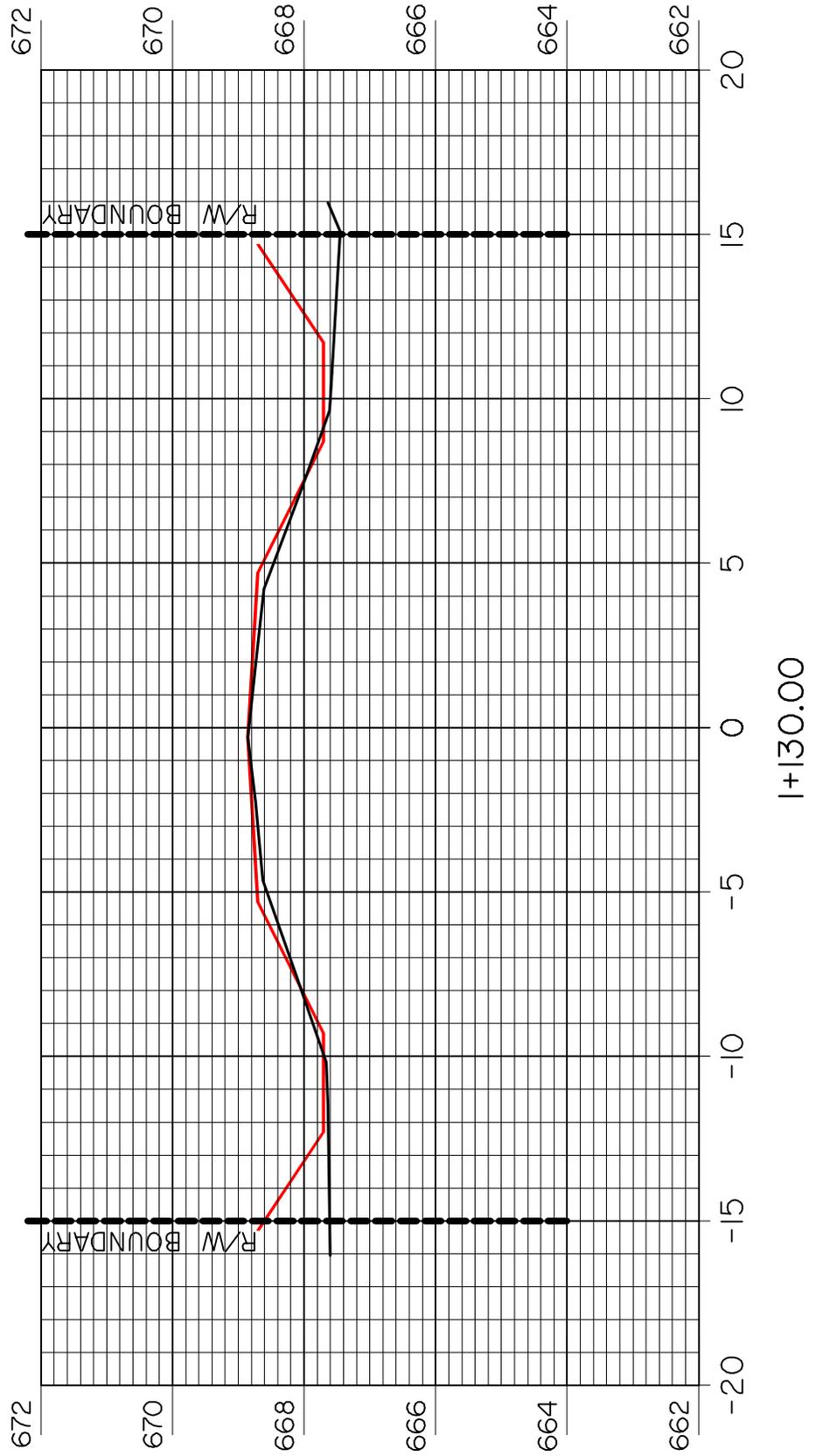


NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

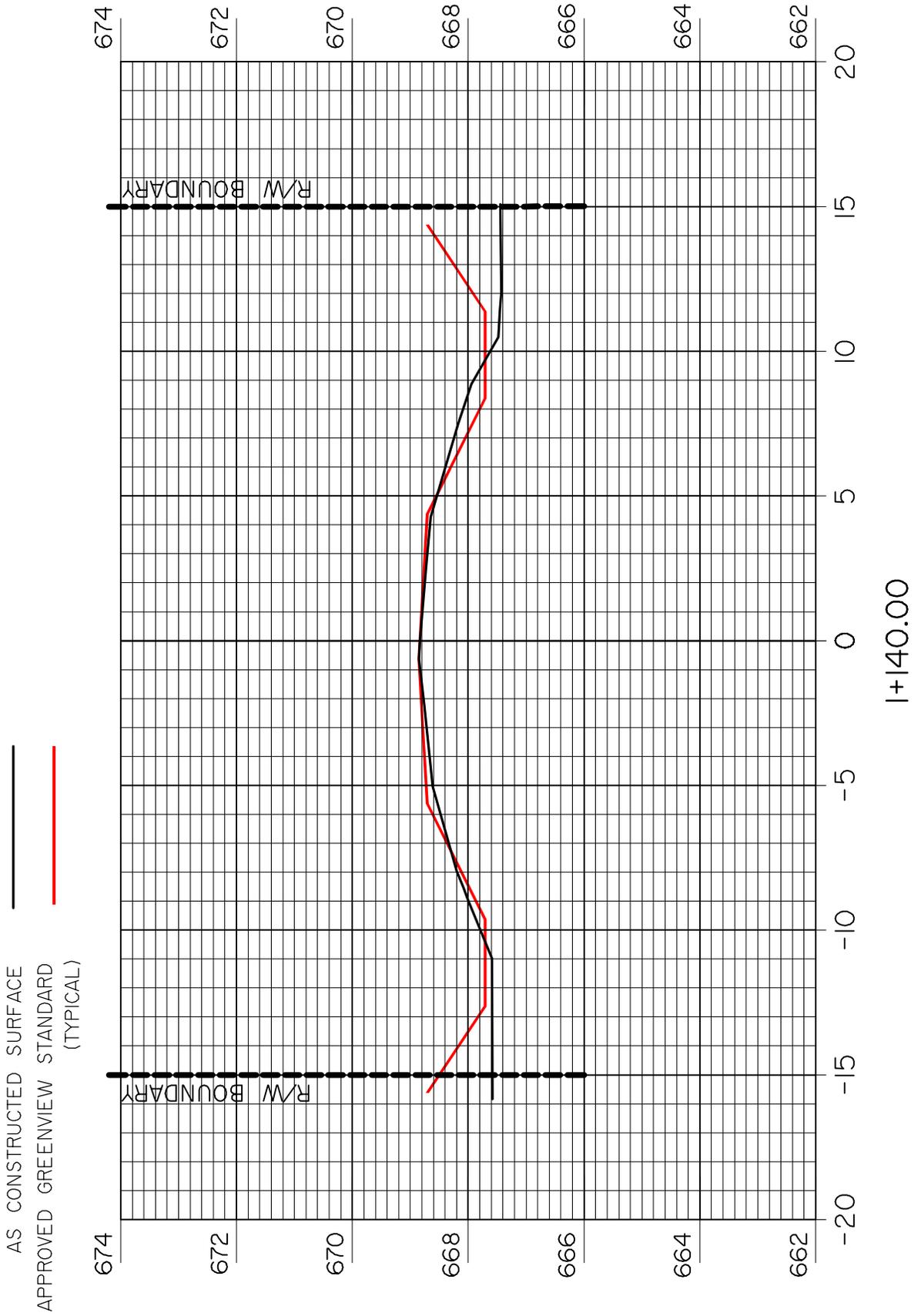


NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)

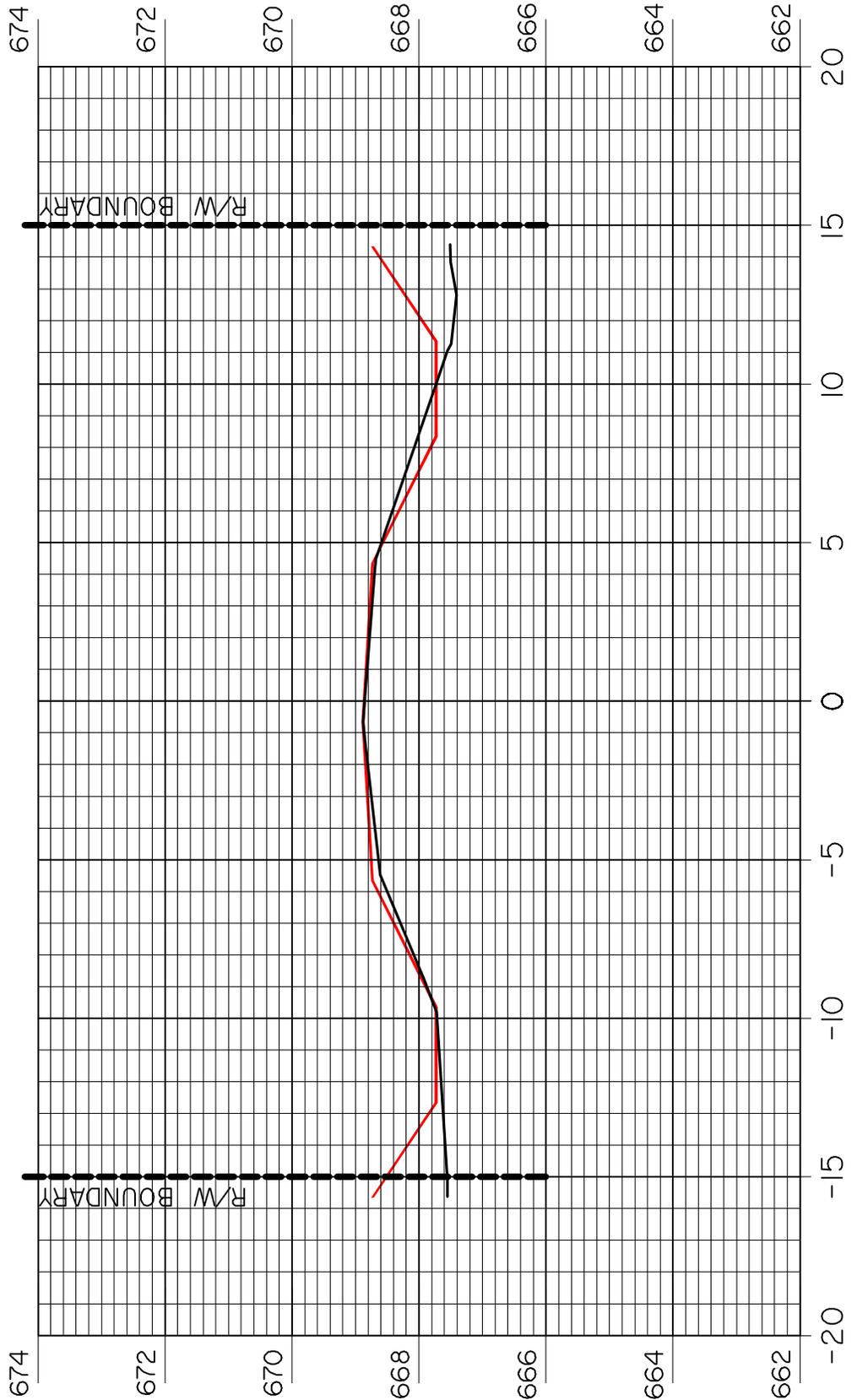


NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS



NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

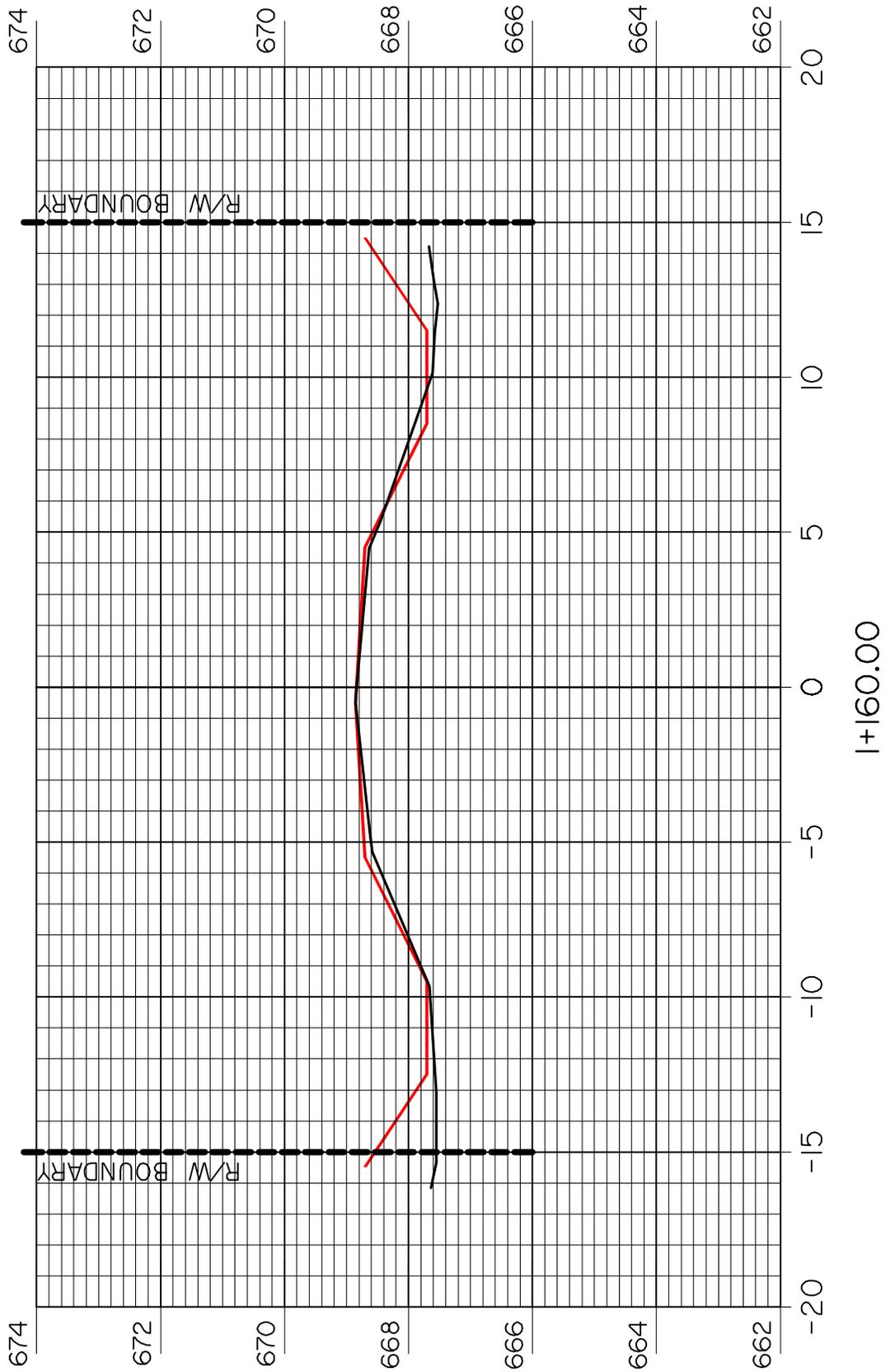
AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



I+150.00

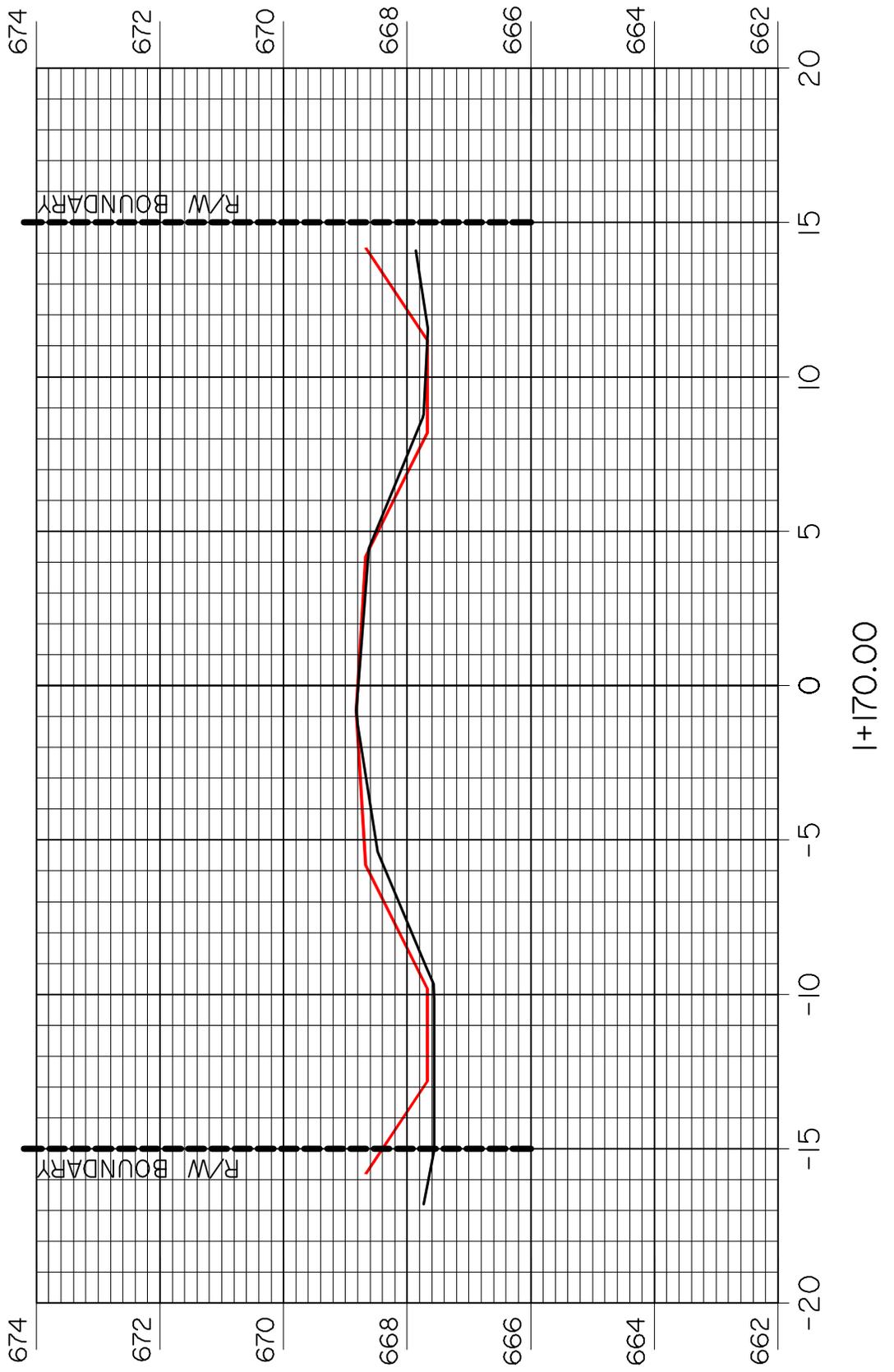
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



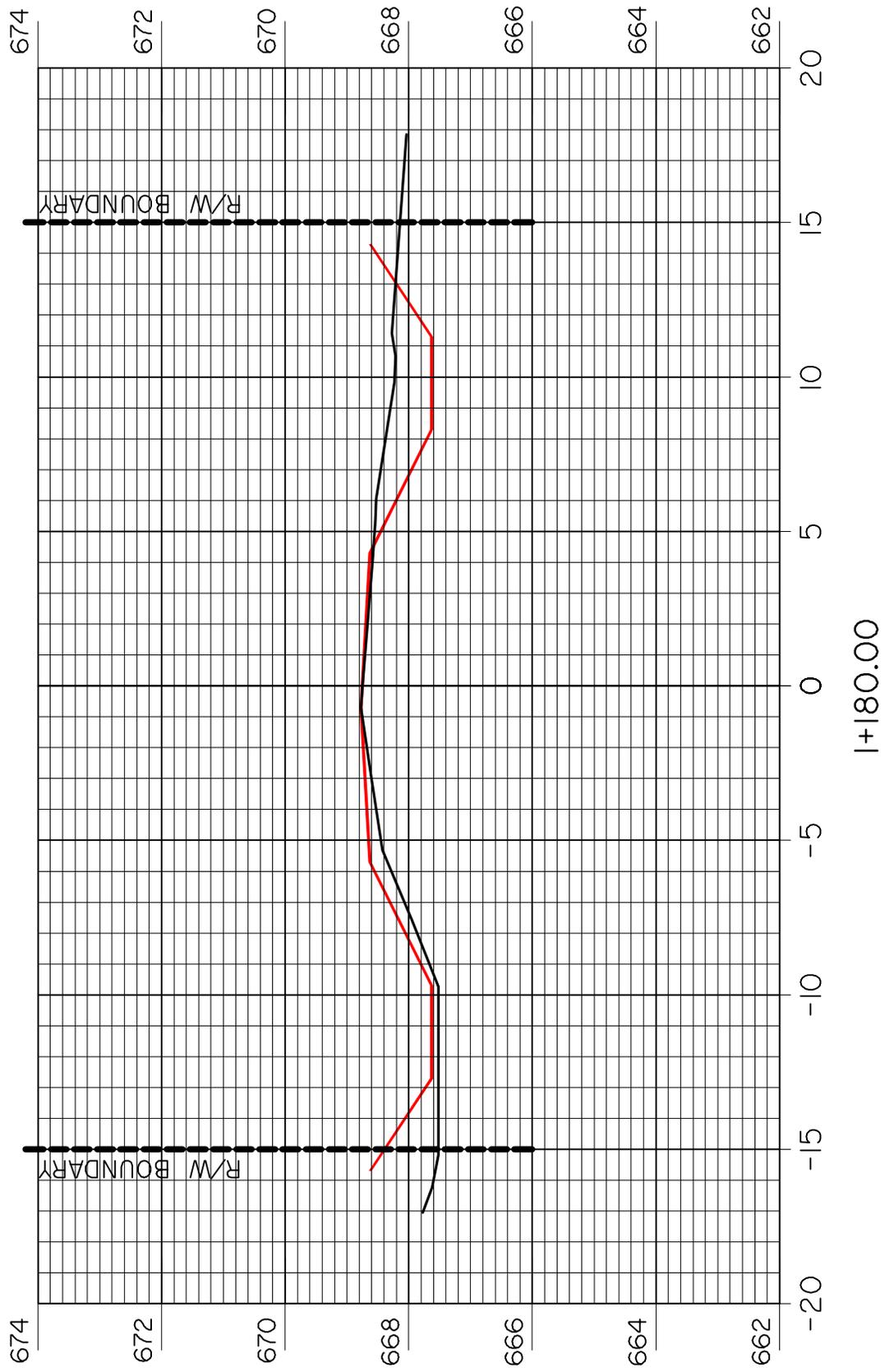
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



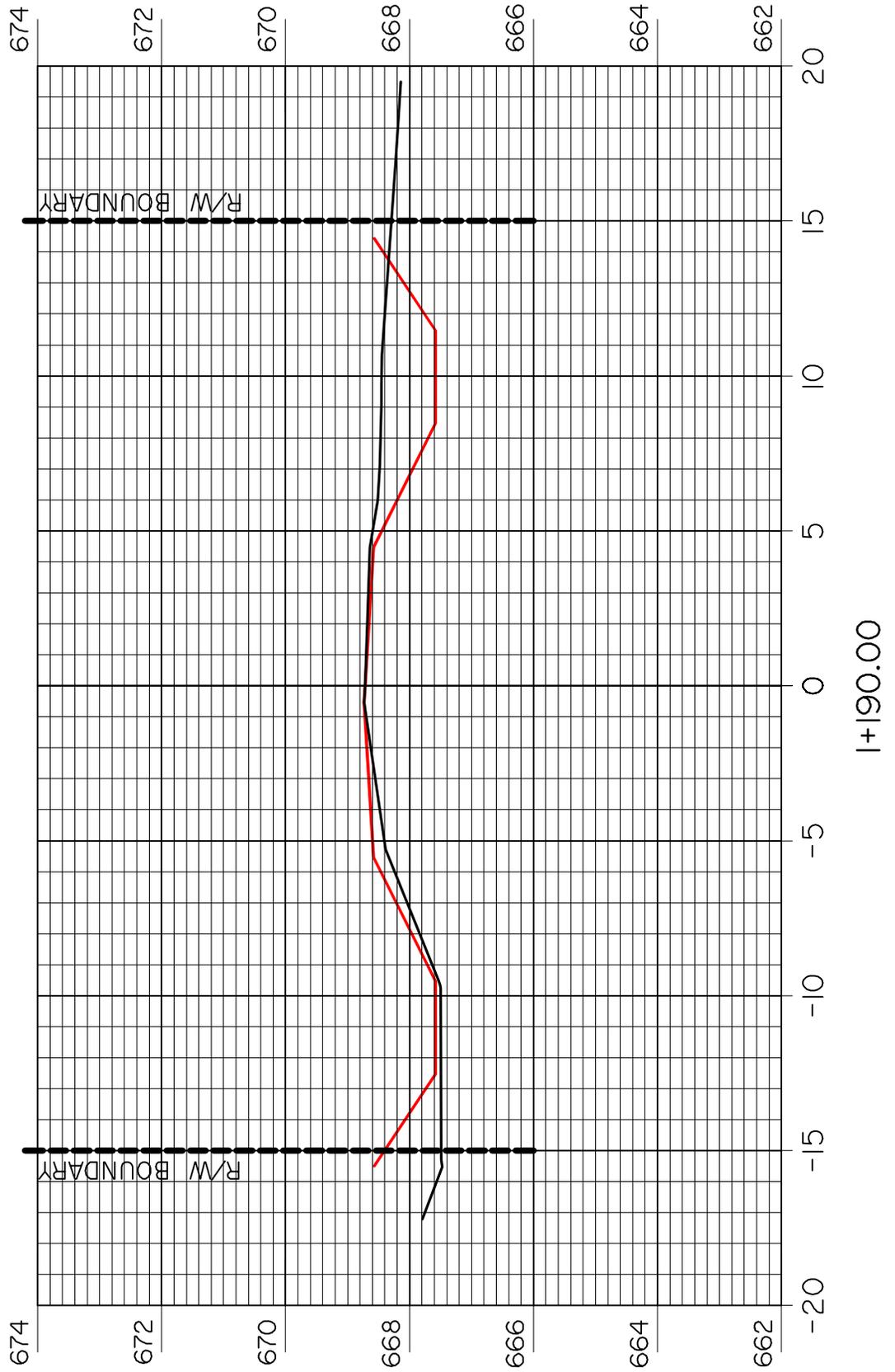
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



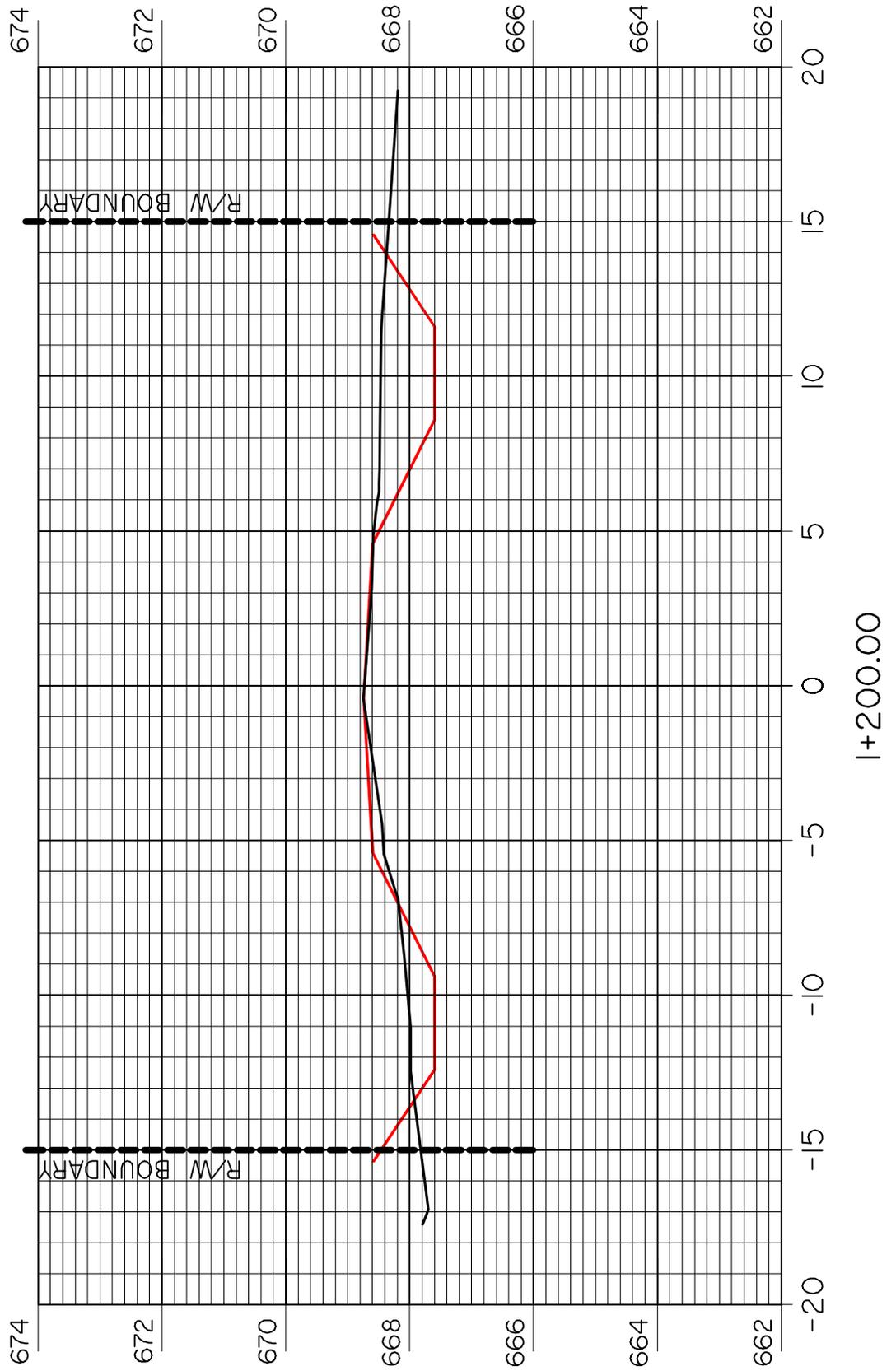
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



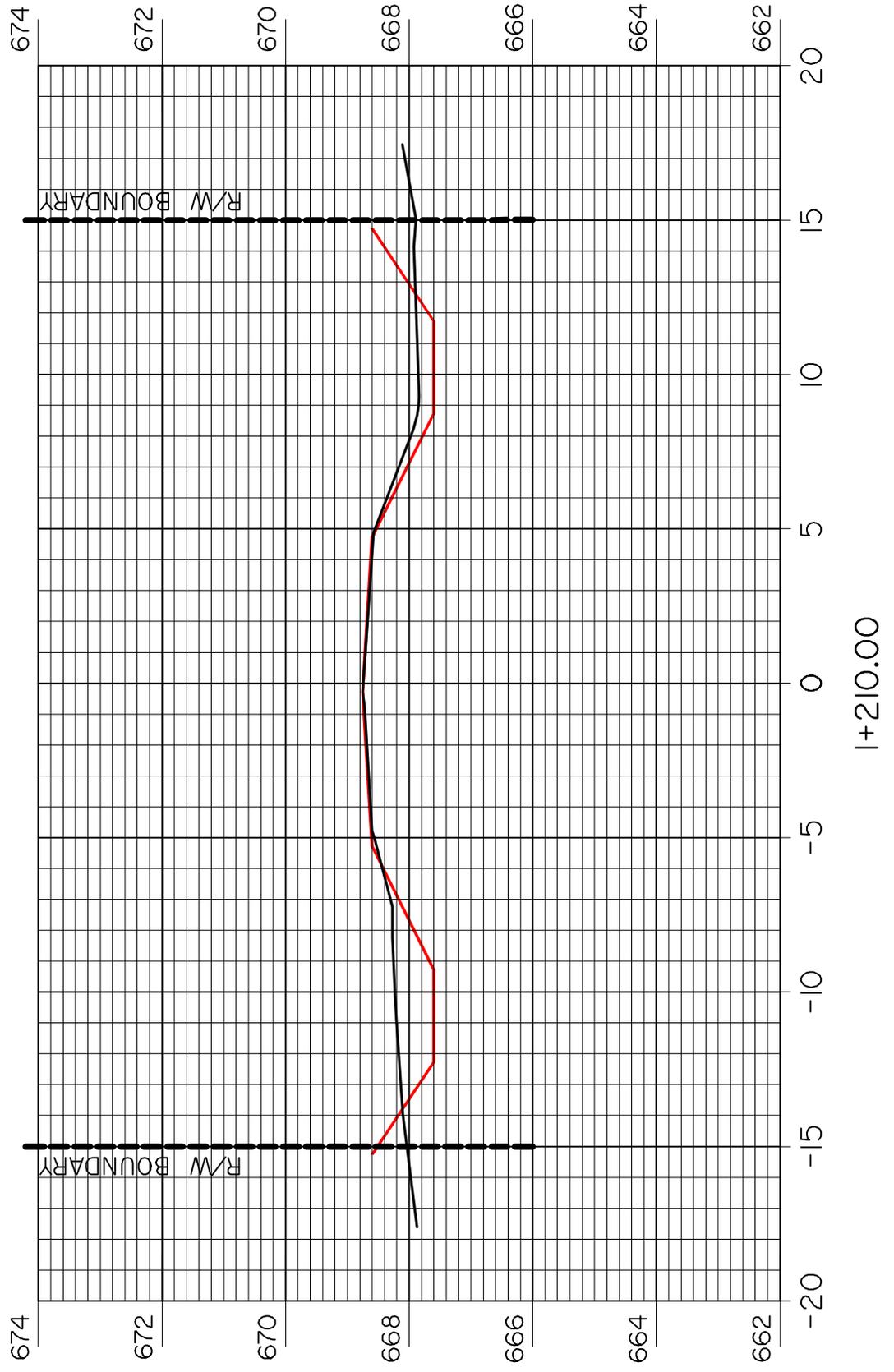
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



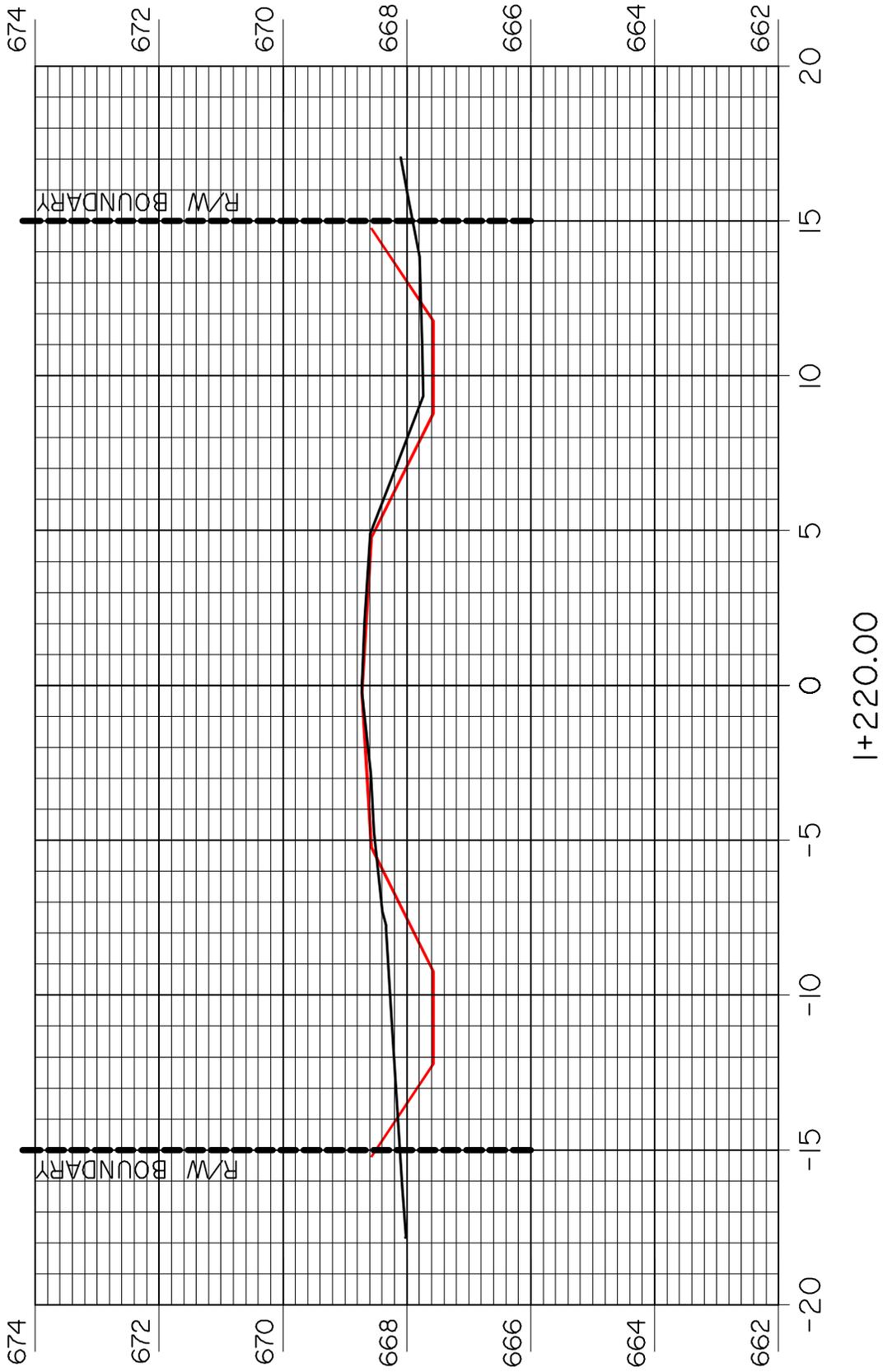
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



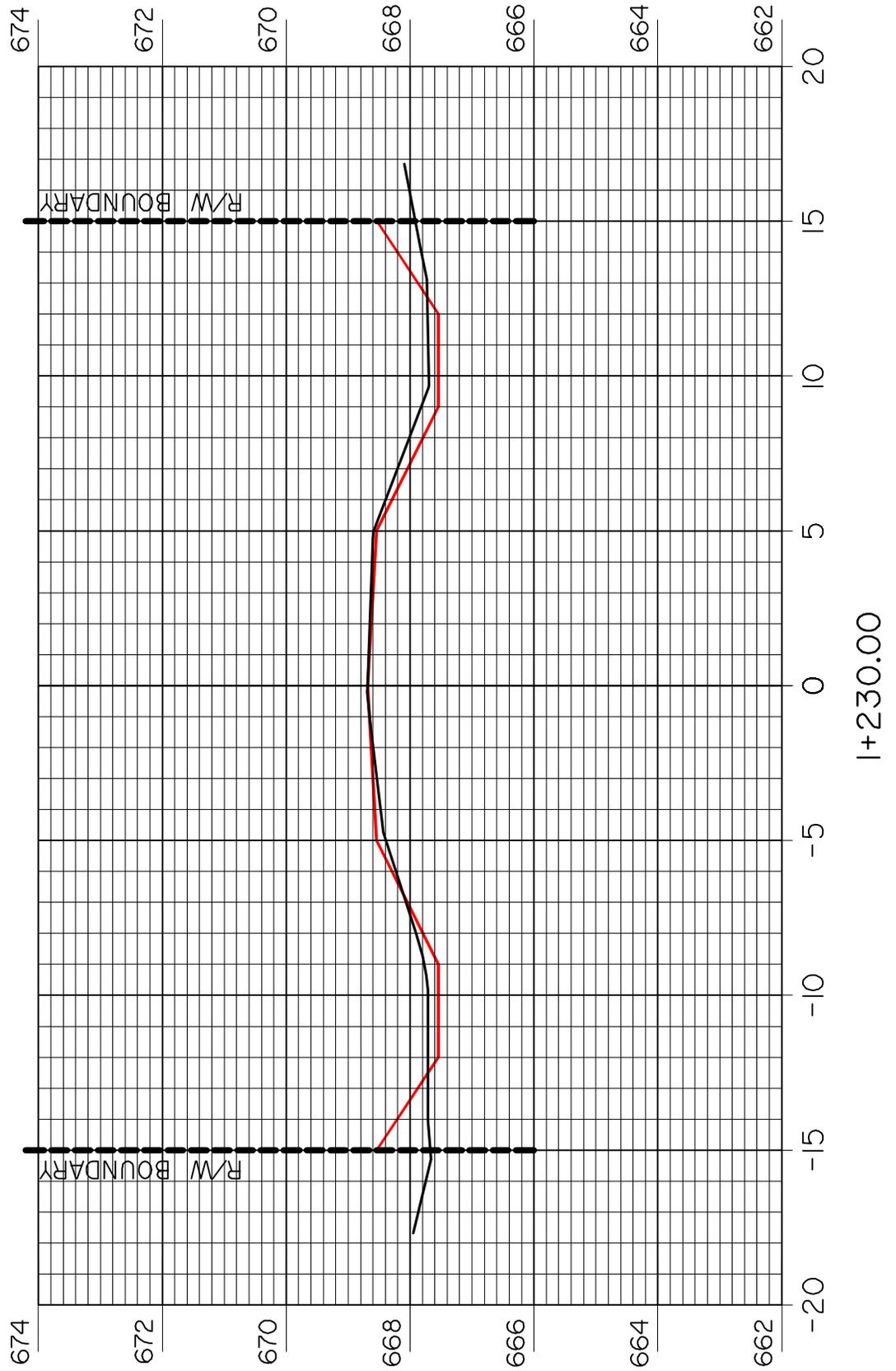
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)

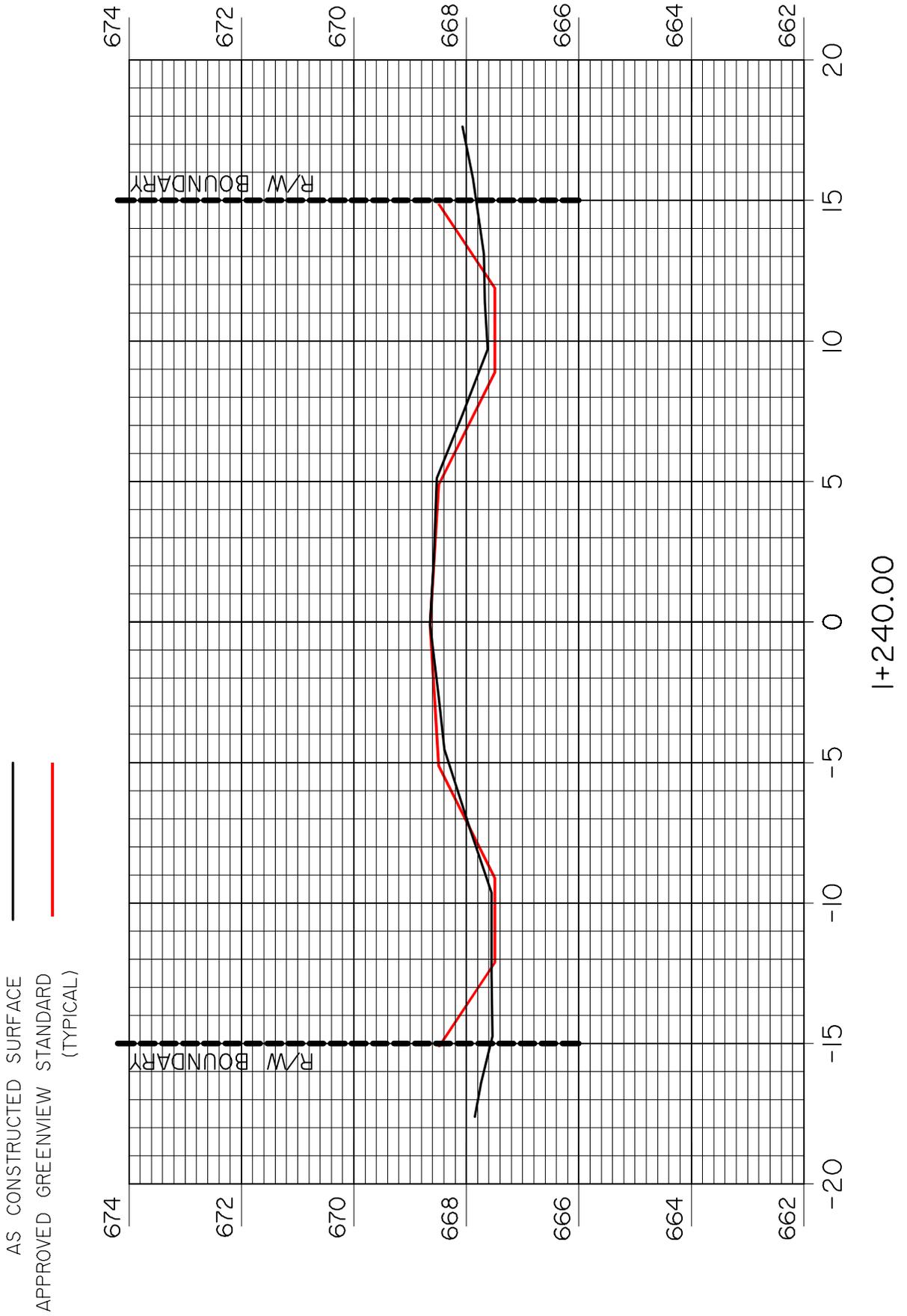


NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)

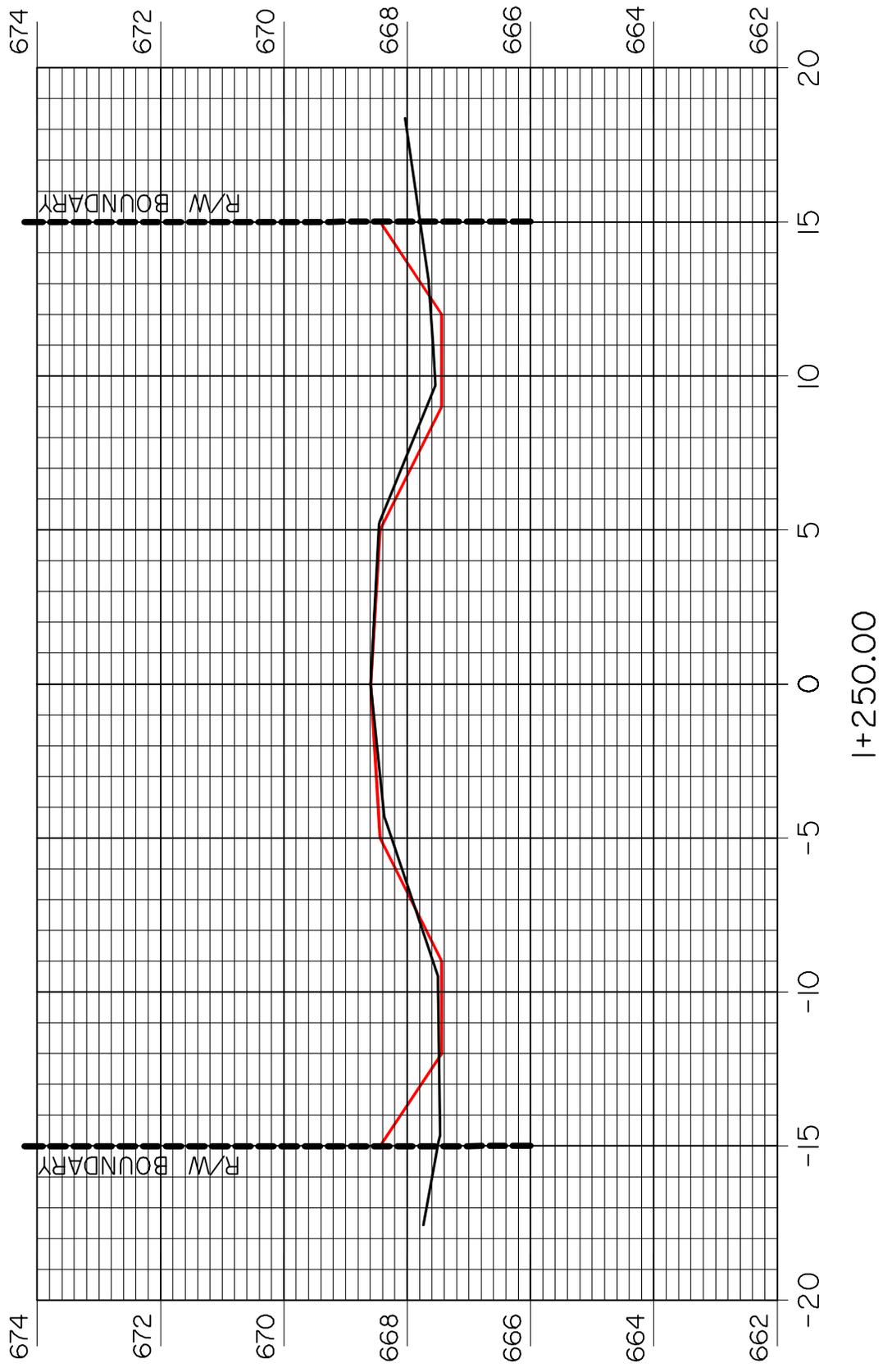


NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS



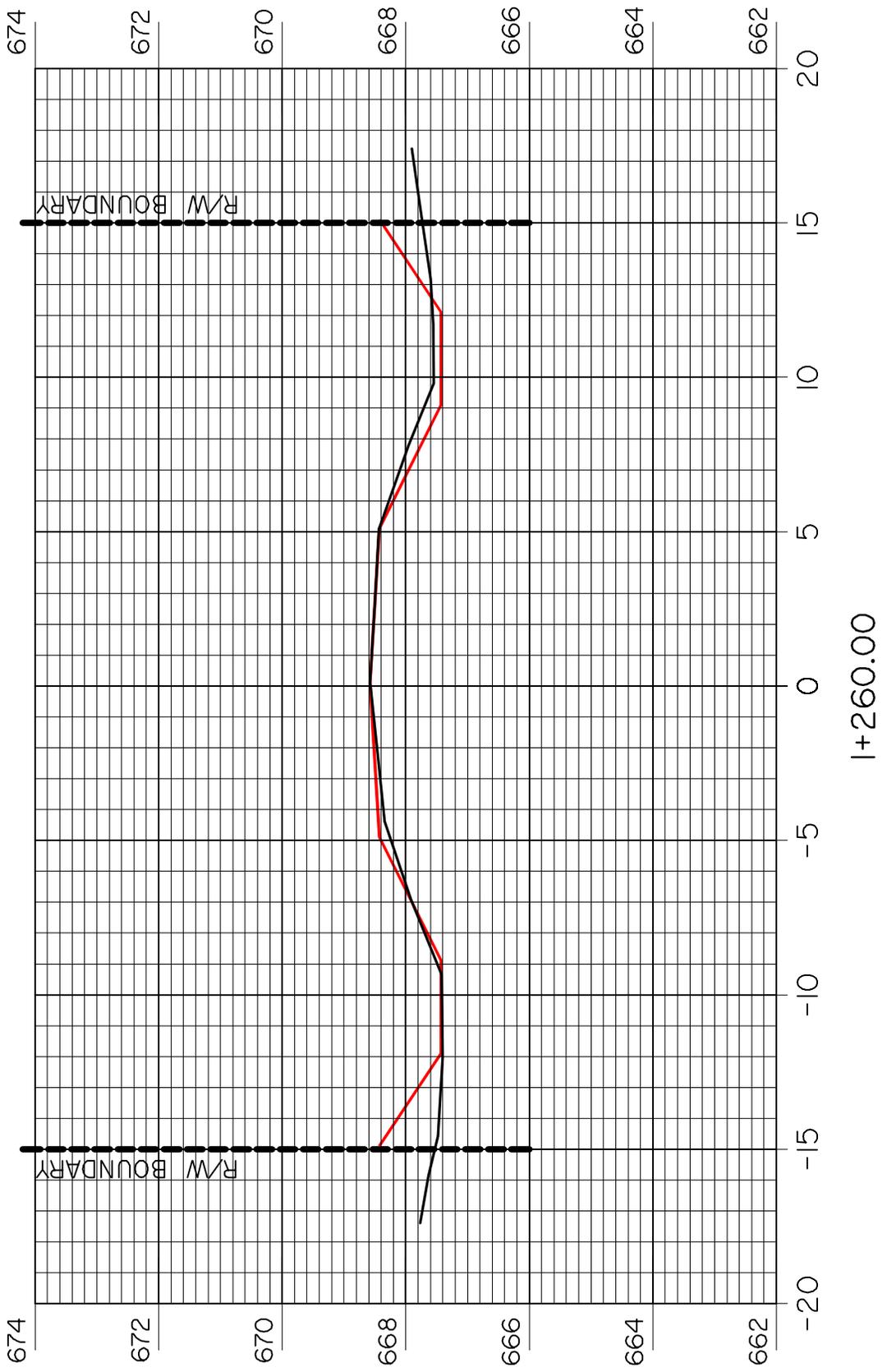
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



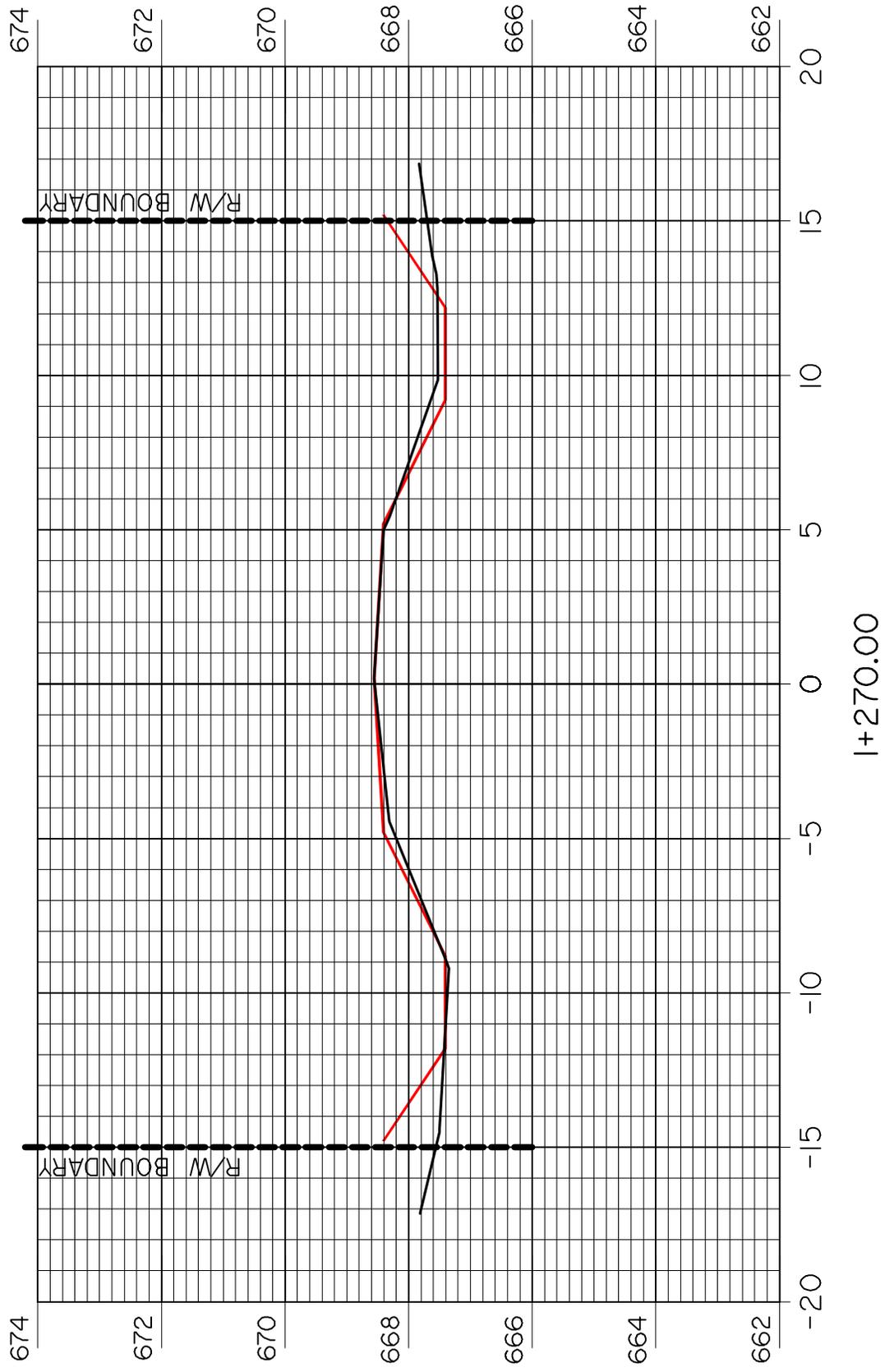
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



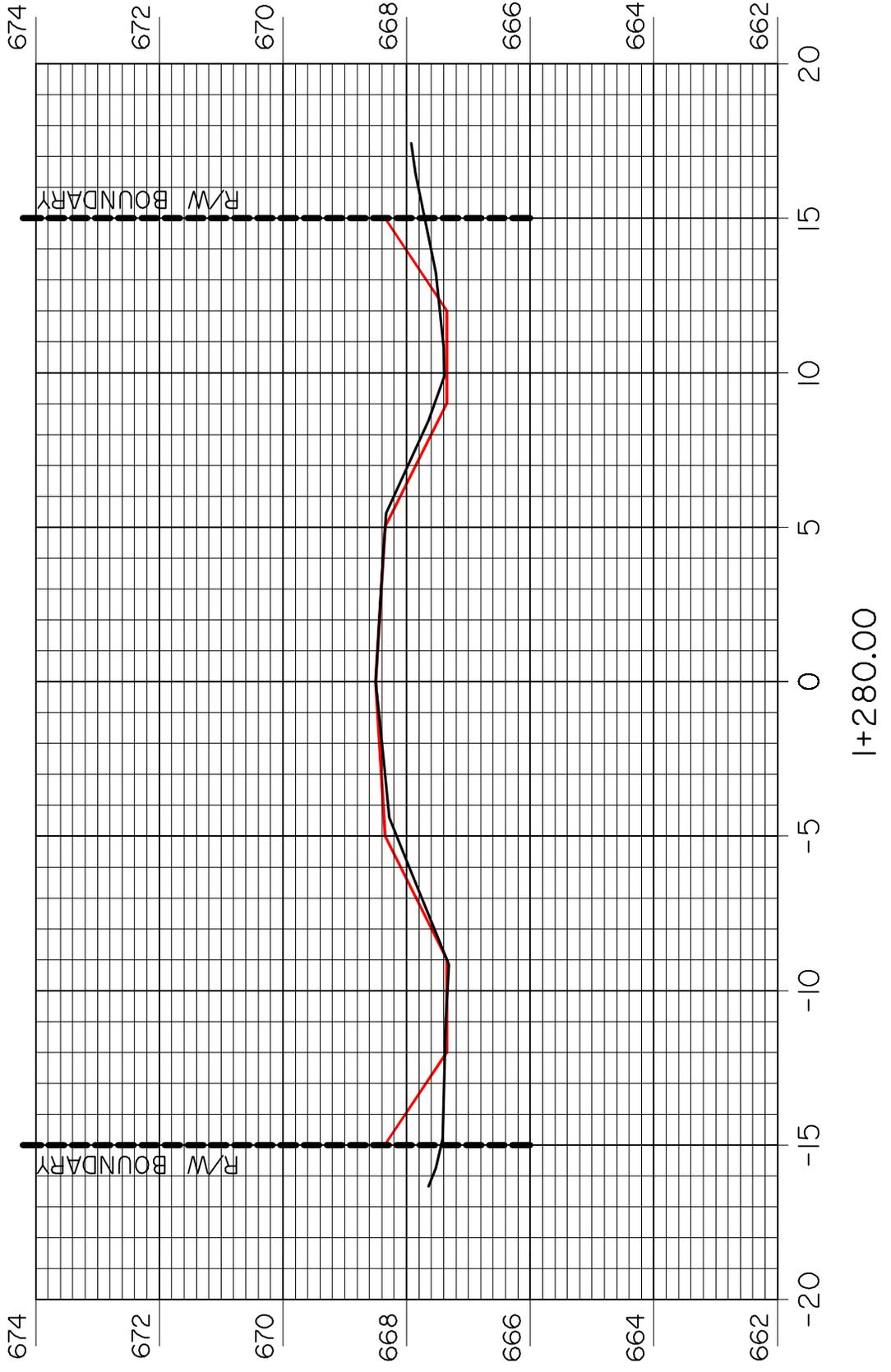
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



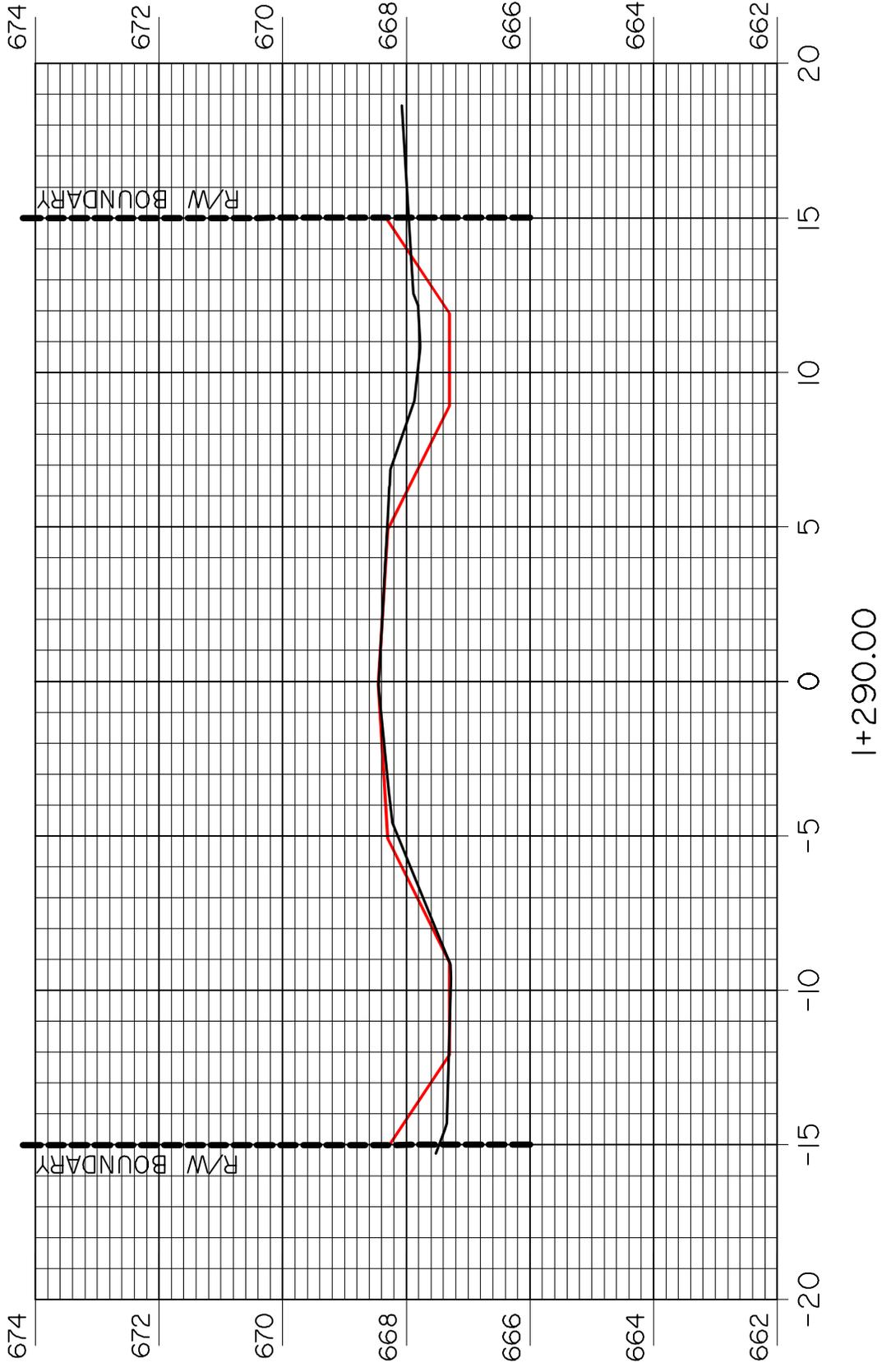
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



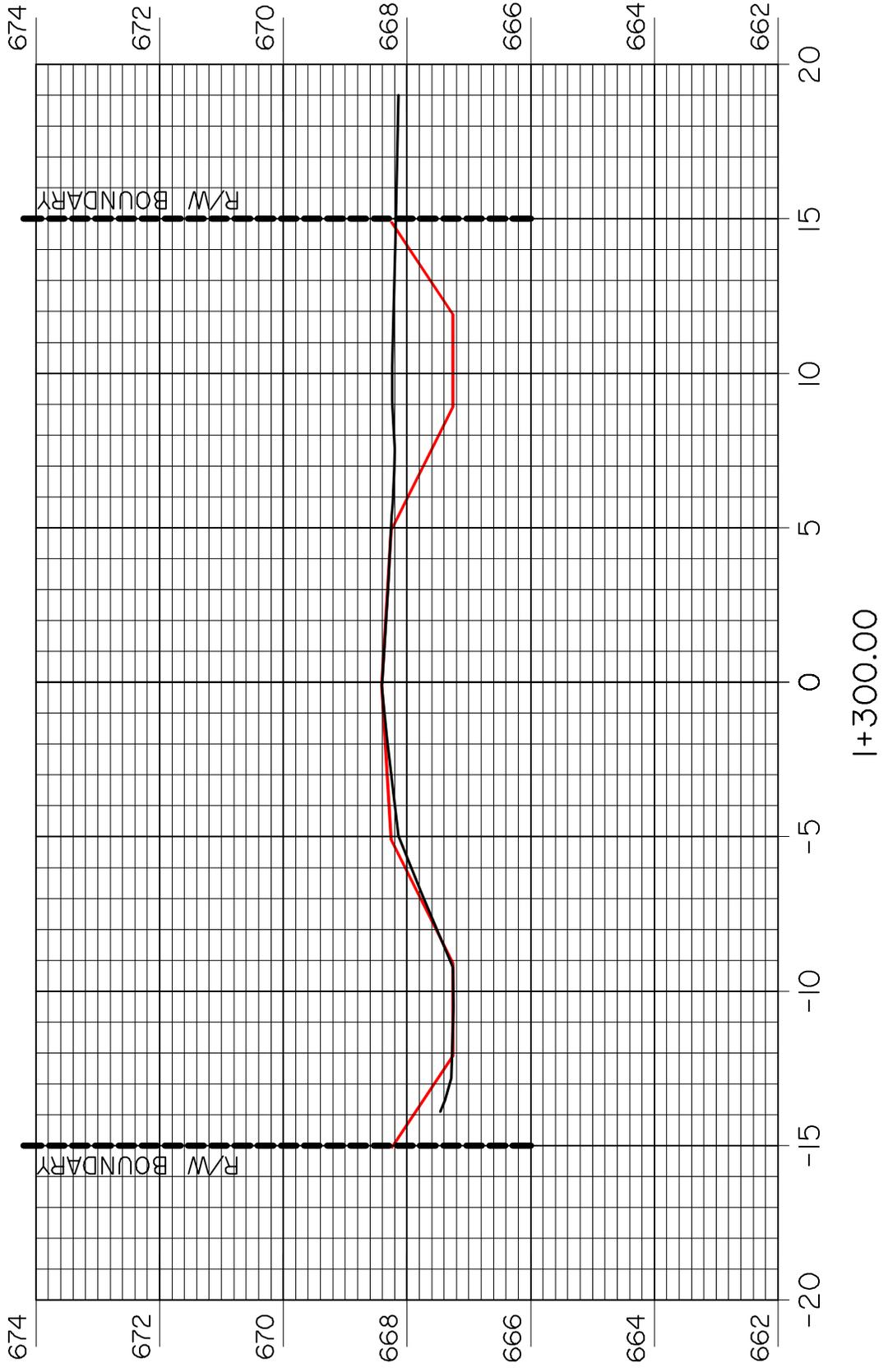
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



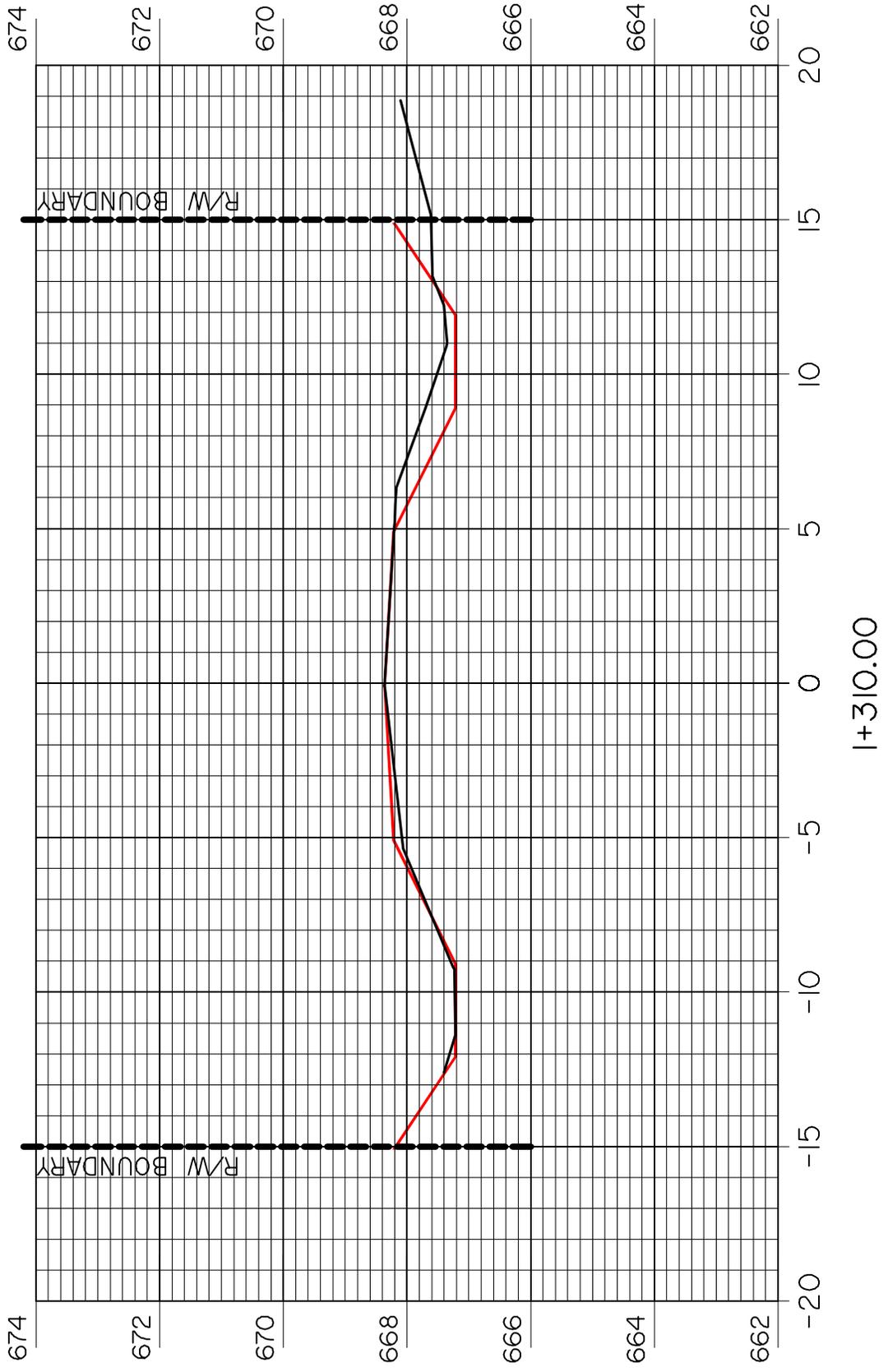
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



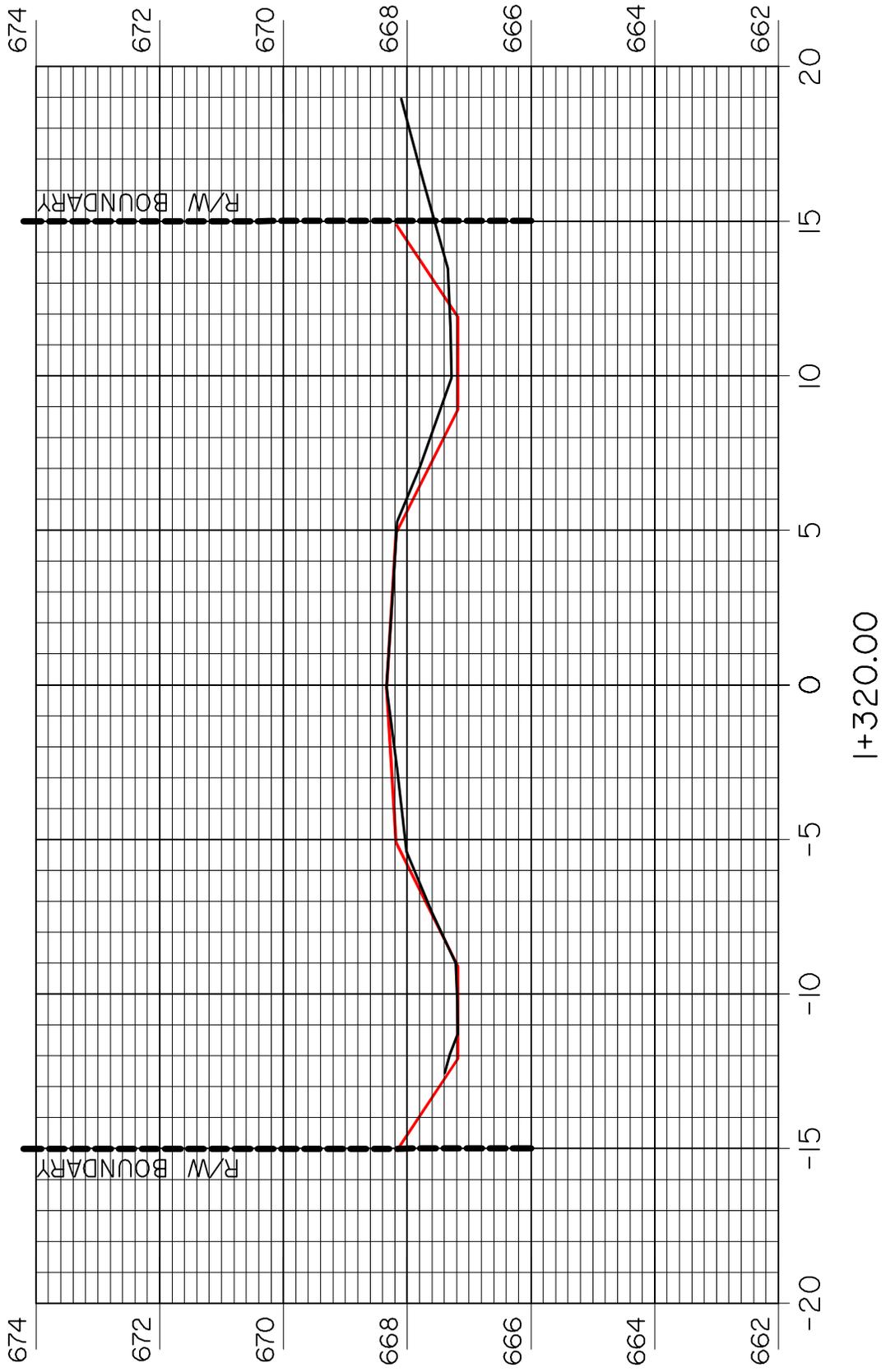
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)

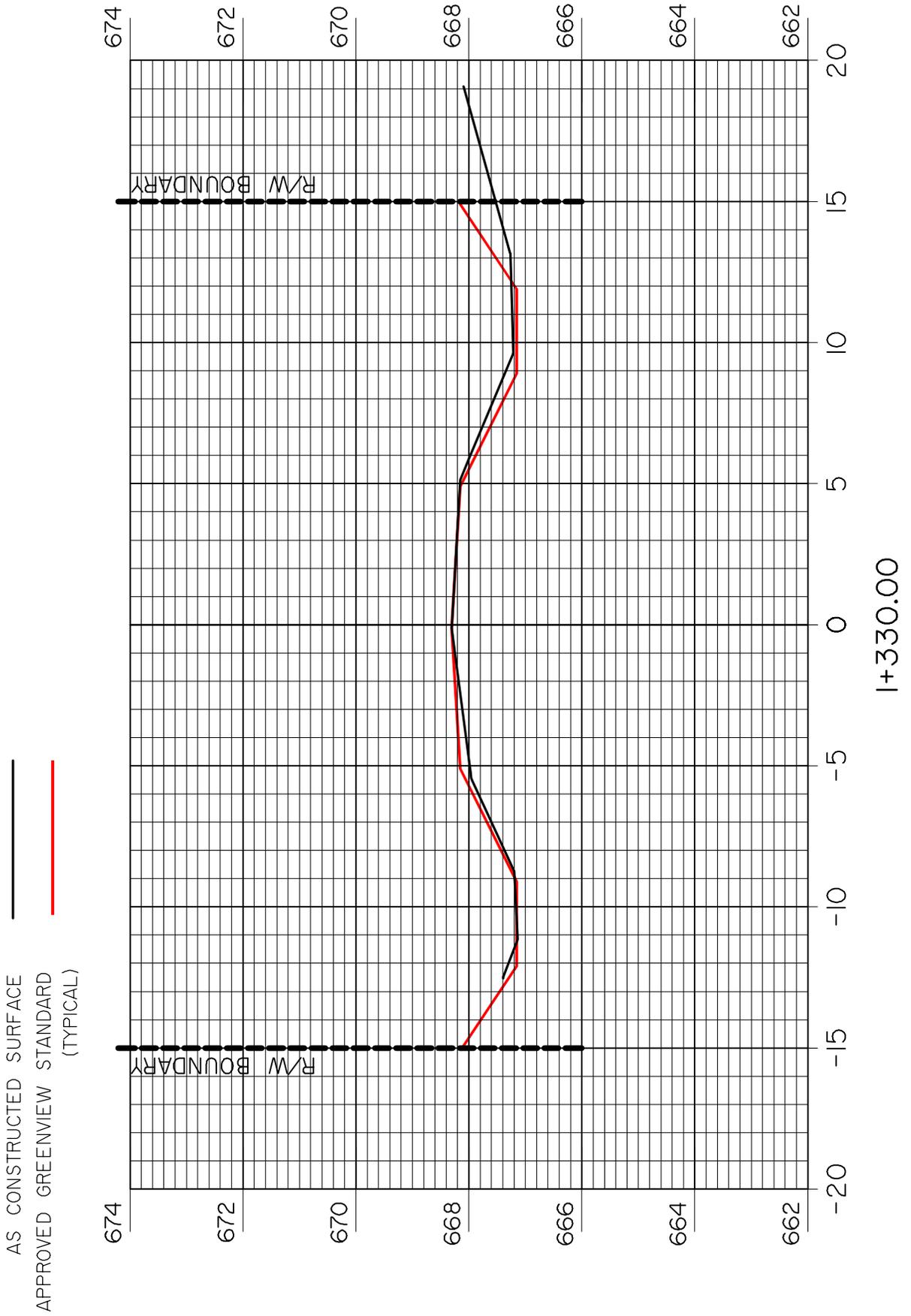


NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)

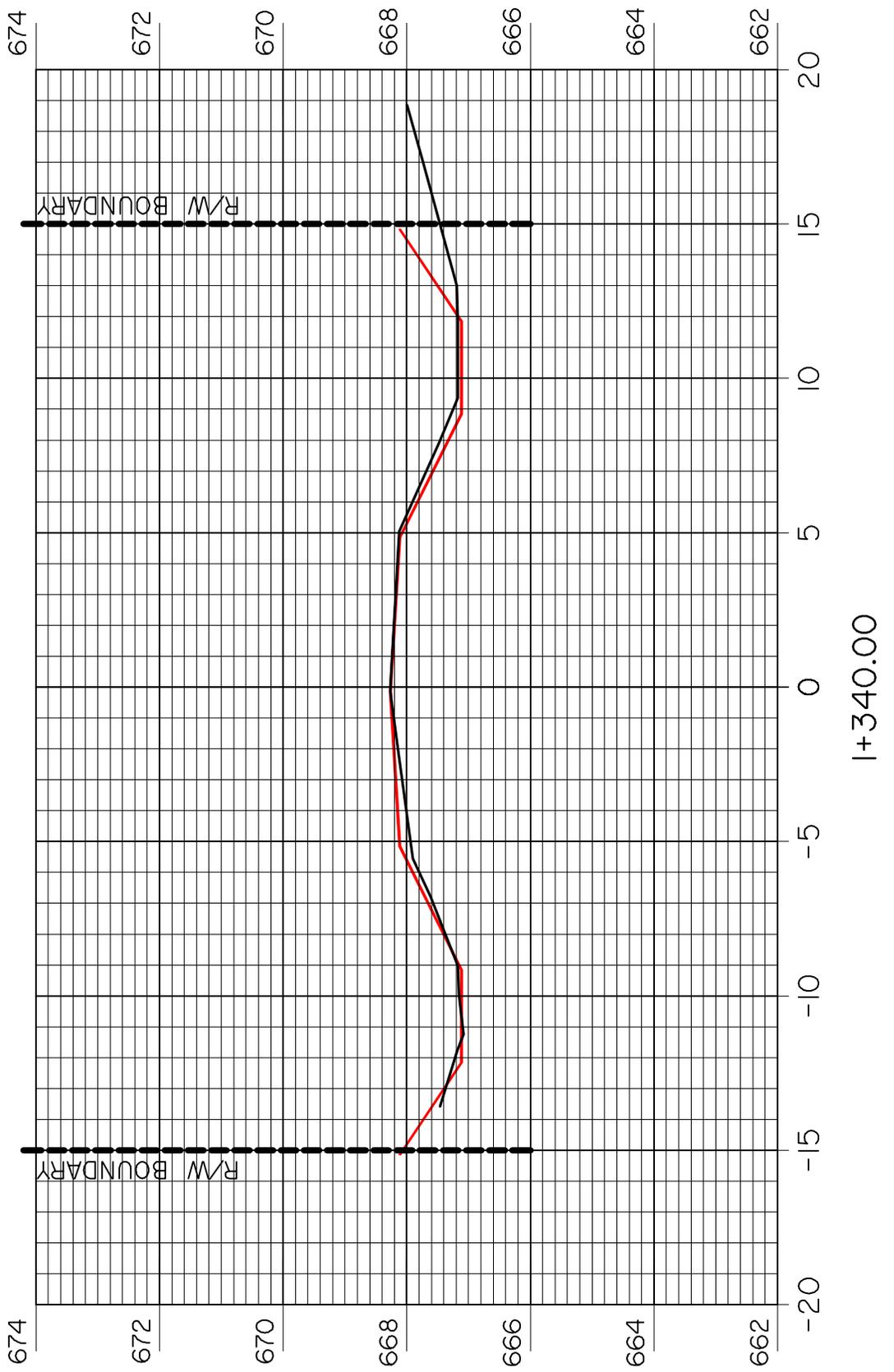


NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

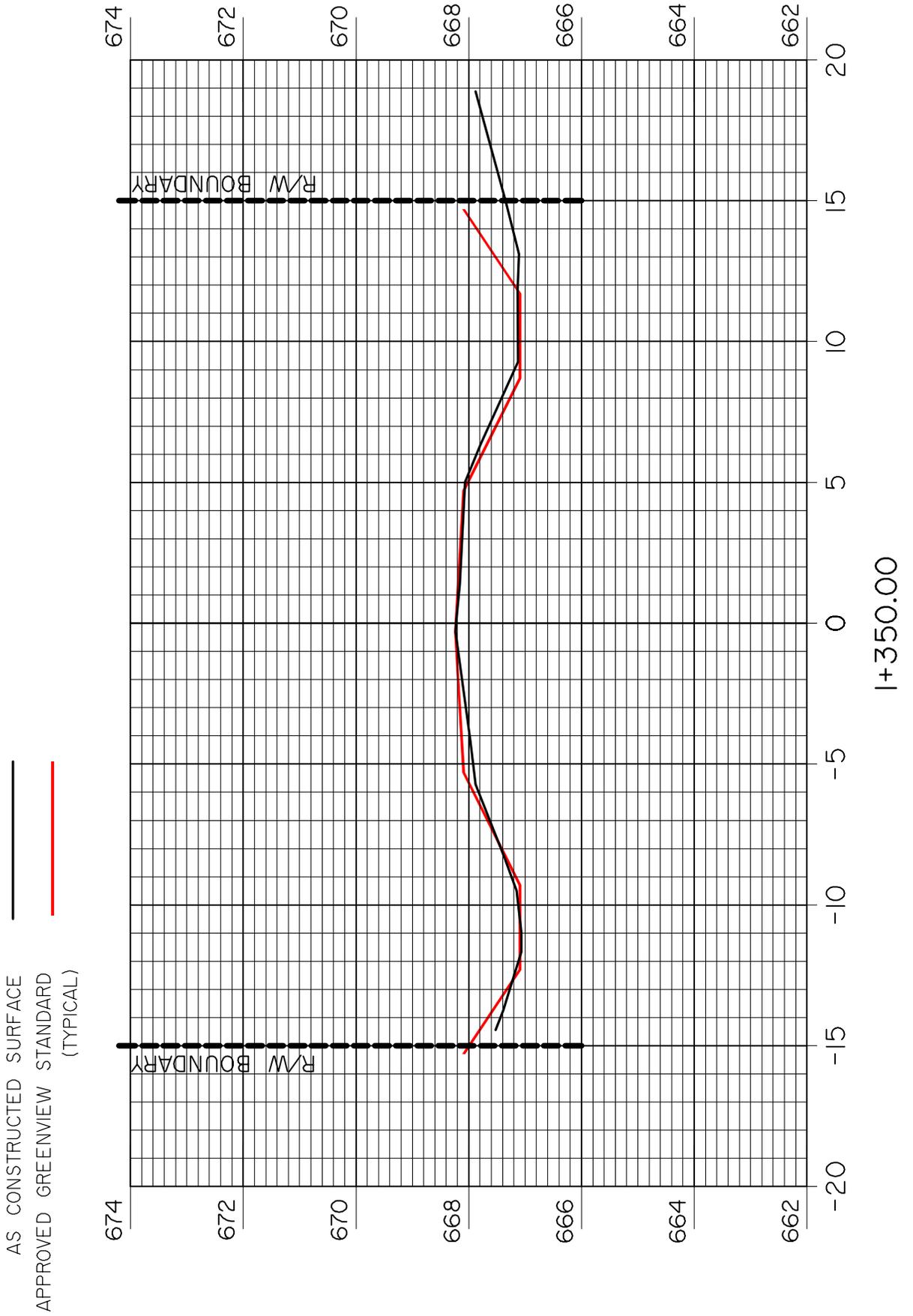


NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)

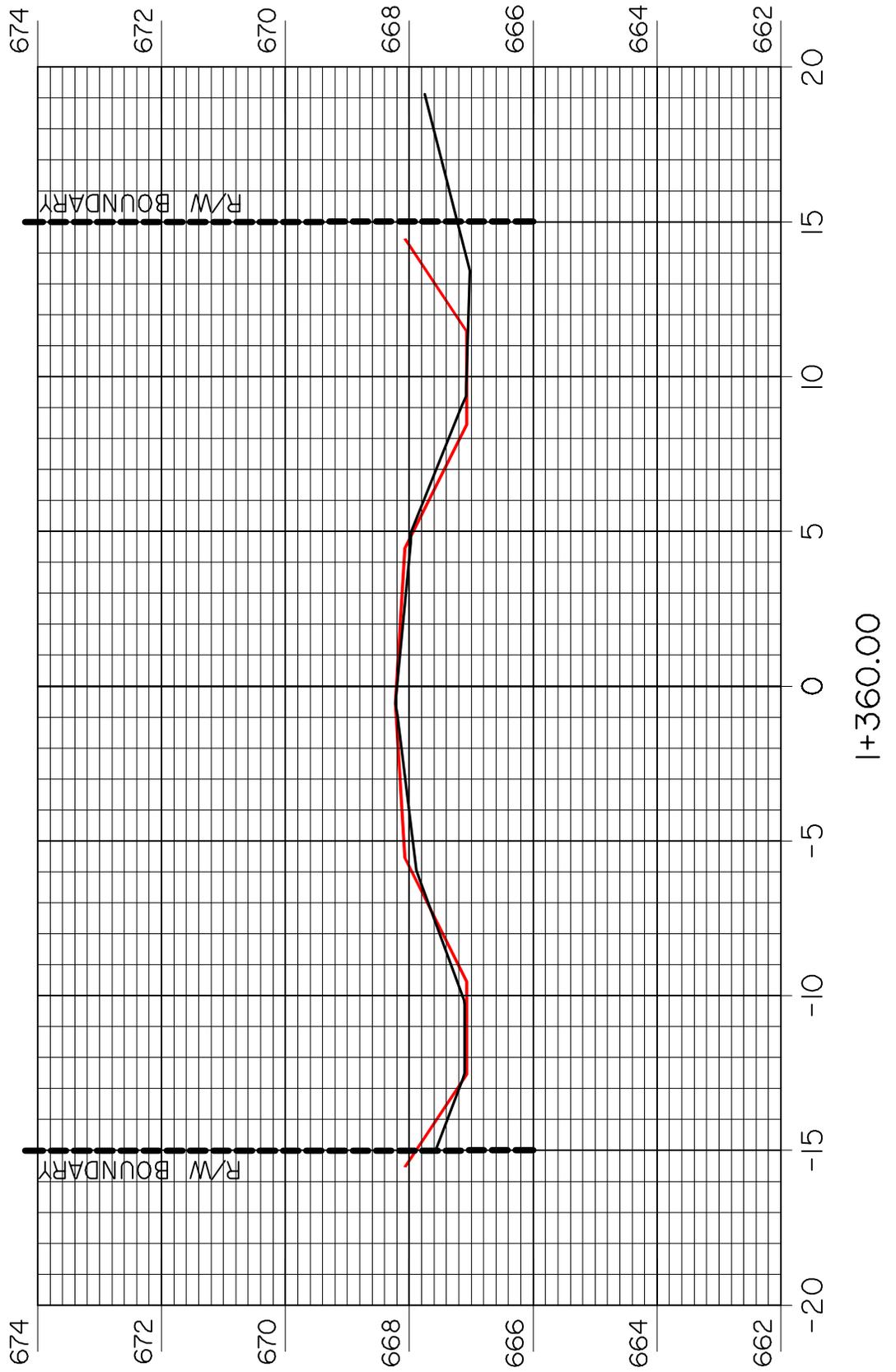


NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS



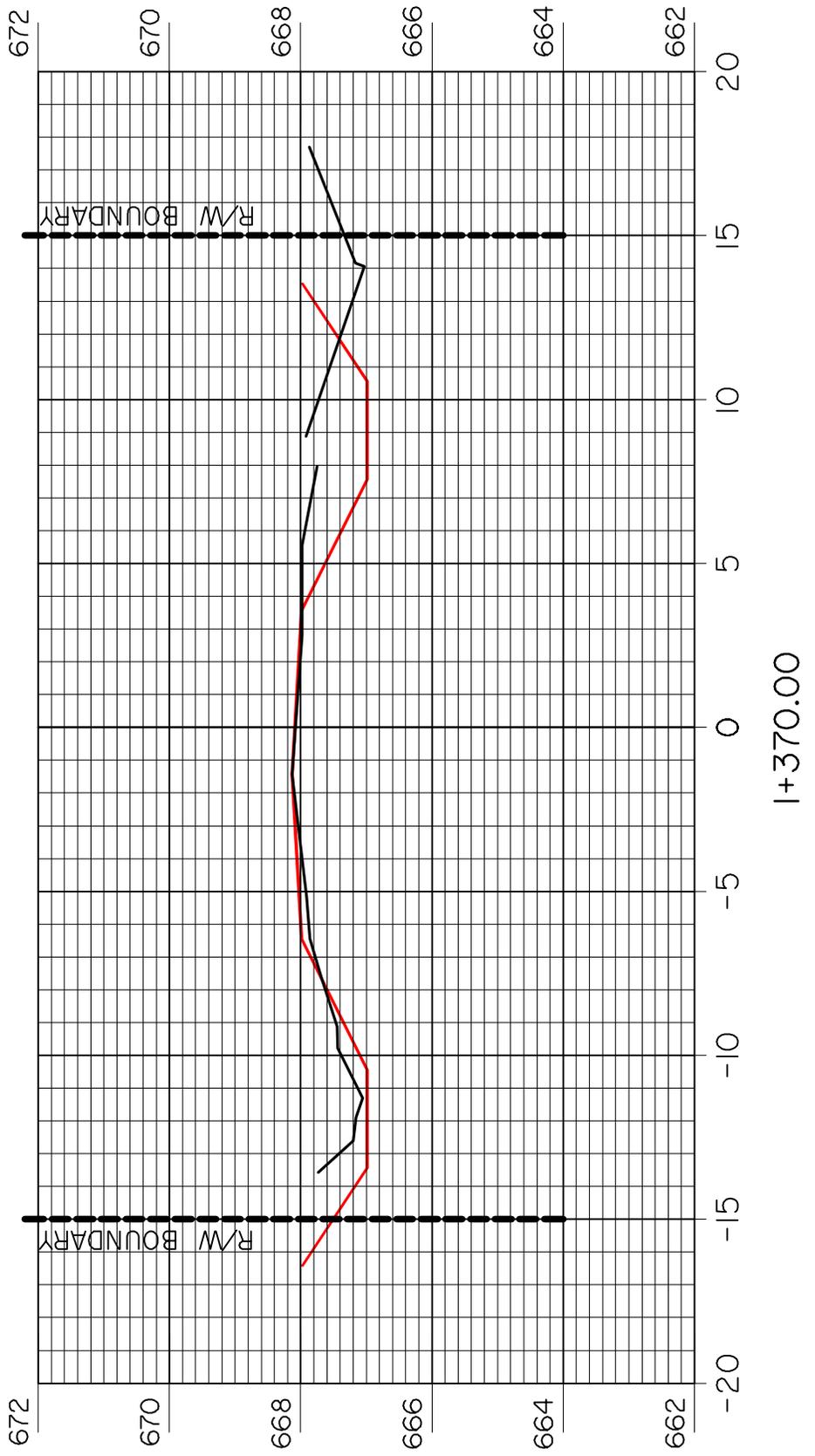
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



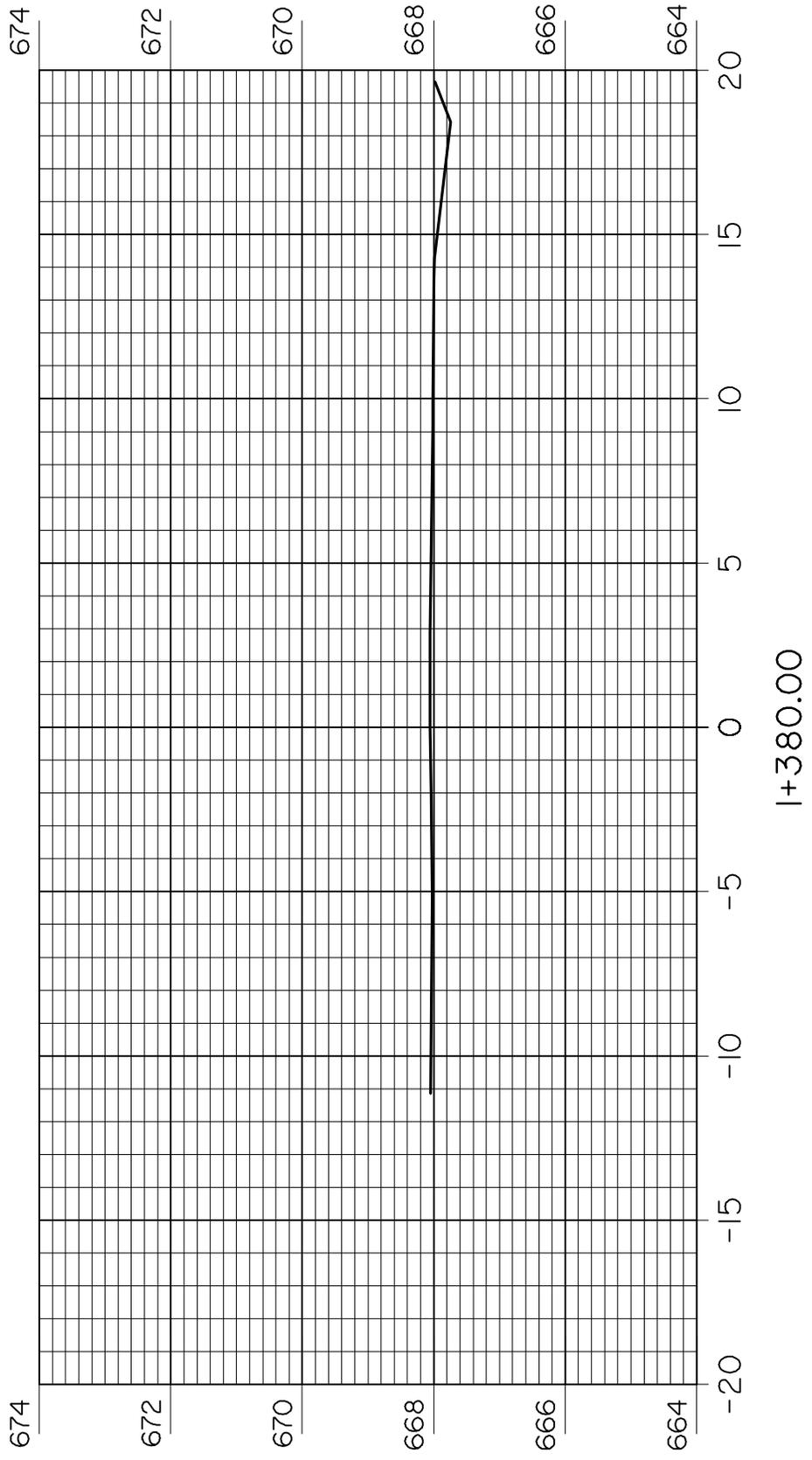
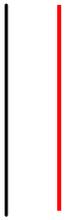
NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)



NW 33-69-6-6
 SUBDIVISION ACCESS ROAD
 CROSS SECTIONS

AS CONSTRUCTED SURFACE
 APPROVED GREENVIEW STANDARD
 (TYPICAL)





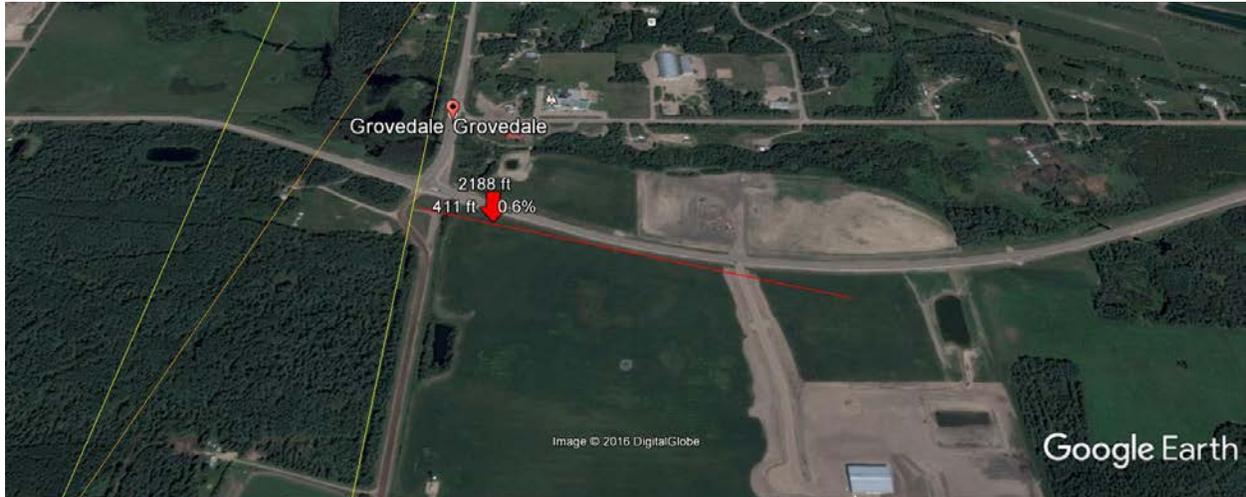
Above year 2002

below year 2012

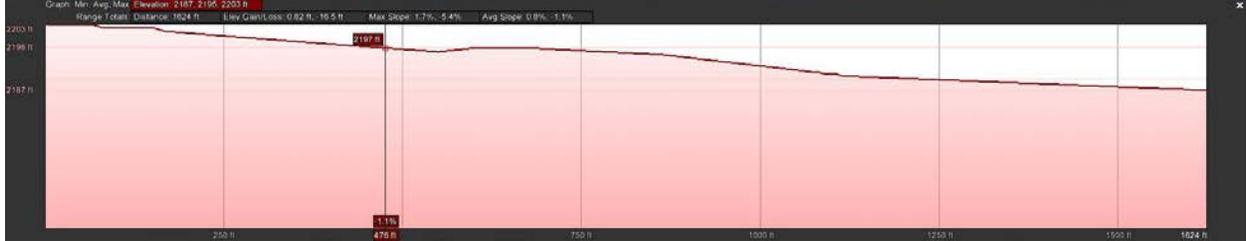
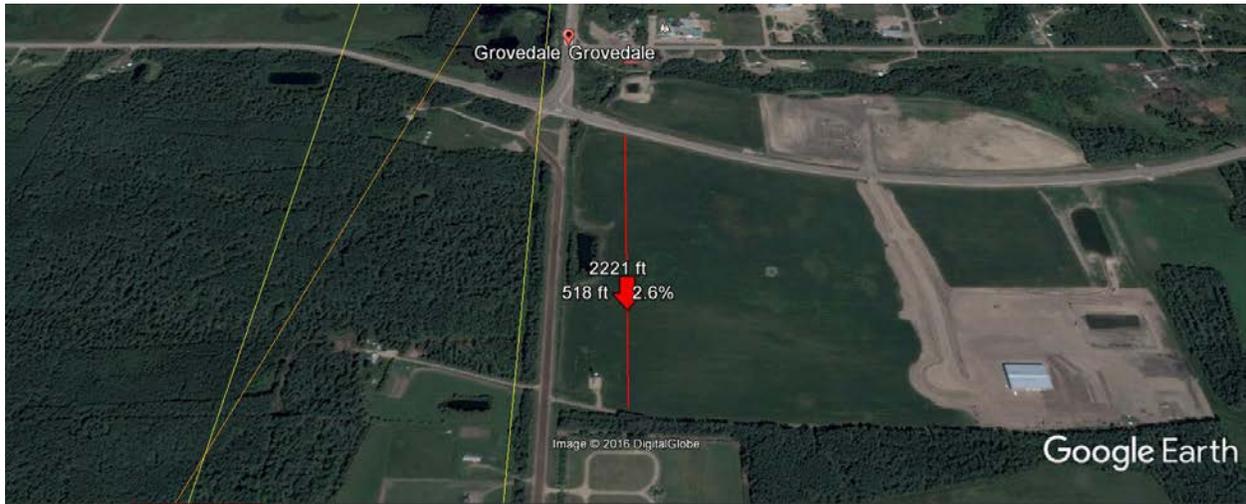


Elevation profiles move from west to east.





Elevation profile move from south to north





Manager's Report

Function: Infrastructure & Planning

Submitted by: Grant Gyurkovits, General Manager Infrastructure & Planning

Date: 2/14/2017

General Manager, Infrastructure & Planning, Grant Gyurkovits

- Reviewing resumes Eng. Tech & Municipal Eng.
- Reviewing the Development Guidelines & Servicing Standards.
- Preparing items on the agenda for February 14th Council meeting.
- Oil industry request.
- Various meetings, FTR water well & power locations, Expression of Interest

Manager Construction & Maintenance, Kevin Sklapsky

- Engineering Technician position posted, scheduling interviews 2nd & 3rd week of March.
- Municipal Engineer position posted, scheduling interviews 2nd & 3rd week of March.
- Working with I&P department on updating the Development Guidelines & Municipal Servicing Standards
- The Bridge maintenance Contract 74433-16 was awarded to Griffin Contracting Ltd in the amount of \$323,000 all in. Pre-construction meeting was held and the contractor is scheduled to start during first week of February with expected completion by February 28th.
- Tender for the Range Road 230 Base/Pave project was closed on Jan 26th with a total of 5 bidders, with Knelsen Sand & Gravel submitting the lowest bid for \$3,443,377.88. The bid numbers will be confirmed, background and reference checks will be completed before the recommendation for Council to award.

There were a total of five (5) bidders for this tender:

1) Knelsen Sand & Gravel Ltd.	\$3,443,377.88
2) Central City Asphalt Ltd.	\$3,761,536.00
3) Carmacks Enterprises Ltd.	\$3,839,490.00
4) Wapiti Gravel Suppliers	\$3,862,782.51
5) Ledcor Alberta Ltd.	\$4,669,543.55

- Tender for the Economy Creek Slide repair and realignment grading project was closed on February 1st with great interest from a total of 12 bidders. MCL Group Ltd. submitting the lowest bid for \$1,573,030.20 and Lamb Enterprises Ltd. submitted the highest bid at \$2,395,466.20. The bid numbers to be confirmed, background and reference checks will be made before the recommendation for award is made by administration.
- Day labour crews were utilized for ~4 hectares of clearing on the Economy Creek slide project to clear Right of Way prior to the Migratory Birds Convention Act. This specification does not permit clearing between April 1 and July 15 without a wildlife specialist and potential delays if nests are located. There is also a small (~0.6ha) area identified as a wetland so we have to submit a wetlands policy application. AEP has been notified of this and granted permission to hand clear the area so the bird nesting will not interfere with the work while going through the application process.
- Worked on action list to identify deficiencies on subdivision S15-016.

Supervisor, Facility Maintenance, Alfred Lindl

- General Maintenance on Maintenance Task List.
- Monthly inspection on our Facilities.
- Snow removal and Ice care.
- FSO; we are still in progress with programming the access cards.
- Public Service Building in Grovedale, finished assembling the furniture, working with General Contractor South west on the list of warranty deficiencies

Manager Operation, Gord Meaney

West Sector

- Continue with regular winter road maintenance.
- Started a gravel transfer from the Murtron Pit to the Lignite Pit on the FTR.
- Two new employees were hired – Roads Coordinator West: Philip Alcott and Temporary Equipment Operator West: Brad Lovell
- Provided services for Ledcor on the 666.
- Started additional brushing on the FTR. To date \$324,899.85 of the \$350,000.00 that came from the Contingency has been used as approved by Council in motion 16.11.505.
- Additional road salt was purchased which should be sufficient for this winter season.

East Sector

- Continue with regular winter road maintenance.
- Install signs.
- Gravelled RR 231
- Completed and submitted tenders on the APC. Tenders were for the Road Sweeper, Wobbly Compactors, Tools/Blades, Rotary Mowers and the Plow Truck.

- Progress has been achieved in the purchase of SML 980119, 980099 and DLO 981589 from Wanham Trucking. Both the road use agreement with the Smiths and the purchase from Wanham Trucking should be completed in the early part of February 2017. Additional testing was also done at these locations and again quantities were confirmed.

Shop

- Continue with part time online video training for the Snap-on Diagnosis System.
- The JCB had to be sent to Edmonton for diagnostic and repairs due to the fact that there is no one in the area that can do this. Unable to diagnose with our equipment. Looking for upgrades to alleviate this problem.
- Regular maintenance and repairs to the fleet equipment and vehicles.

Manager Environmental Services, Gary Couch

Water and Distribution

- We had a water break just outside the Ridgevalley Water Treatment Plant in January. We have discovered since that another leak is evident and we will likely have to excavate again. We will plan the upcoming repair with as little disruption as possible. We are maintaining pressure while losing approximately 1000 gallons a day.
- Grovedale Test Well #2 was drilled, developed, cased, and is now undergoing pump testing this week.
- Have started preliminary design of the new Grovedale water plant and associated distribution system.
- We are changing the hardware this week for the water dispensing systems at most water points. Just the two coin operated sites won't be changed out.
- Annual reports for the water plants are being completed today and will be submitted to AEP.

Wastewater

- Preparing to clear trees on the new industrial lagoon site south of Little Smoky once our final agreement with Murphy Oil is acquired. Detailed design of the lagoon will be completed for construction season.
- Repairing a small low pressure sewer leak in Little Smoky this week at a customer's property line.
- Start preliminary work on expanding Sturgeon Heights lagoon.

Solid Waste

- We had the old flat deck modified to meet code and fit the current bin truck so we can utilize for hauling material and equipment.
- Fencing company is now working at New Fish Creek transfer station.
- Working towards finalizing plans with Town of Grande cache for solid waste truck for area residents bin pick up service.
- Gathering information for annual reports from all transfer sites and landfills

Manager Planning & Development, Sally Rosson

- There's recent activity on non-compliant enforcement property in Grovedale whereby a fuel tank has recently been moved onto the property on February 1, 2017.
- Citizen Panel members will be in attendance Council Meeting of March 14, 2017 to provide their report on the Land Use Bylaw review.

- A Land Use Amendment Application for rezoning from Recreation to Country Residential Two District is proposed 12 lot subdivision and additional 11 lot recreational vehicle sites. In accordance with the current Sturgeon Lake Area Structure Plan, there is insufficient development density for this proposal.
- Provided to Council for information is the 2016 Planning & Development - Year End Report (attached).
- The following new Applications were received in the various categories for the month of January 2017:

Business Licenses:	Two
Development Permit Applications:	Twenty-two
Lease Referrals	Nineteen
Land Use Amendments (re-designation):	Two
Subdivision Applications:	Three



Manager's Report

Function: Community Services

Submitted by: Dennis Mueller, General Manager Community Services

Date: 2/14/2017

General Manager Community Services, Dennis Mueller

Administration has recently met with the CAO/Managers of the three Senior Housing Foundations as to exchange short and long term plans and review Greenview's Senior Housing results. The meeting proved to be very beneficial to all participating parties as it was a great opportunity to exchange information and concepts. Greenview Administration is planning to host two community meetings (DeBolt, Grovedale) as to share the survey results and get a consensus from the participants as to a future course of action. The Senior Housing Foundations have indicated their interest in participating in the community meetings.

The 2017 Community Grant notifications are continued to be processed, Administration has been somewhat delayed in notifying all of the applicants as to a heavy workload.

A Greenview Regional Multiplex Meeting was recently held and a facility logo has been tentatively agreed upon, as well as tentative timelines for keyed facility milestones was presented (see attachment).

Administration has a meeting scheduled for February 9th with the Grande Cache Administration to review the request to partner in constructing a new Fire Hall in Grande Cache. Administration will be drafting a complete report regarding this initiative and present the findings to Greenview Council.

Agricultural Services Manager, Quentin Bochar

Administration

Manager Agriculture Services was off for three weeks due to knee surgery.

Seed Cleaning Plant Directors meeting was held in early January and a decision was formulated to proceed with dissolution. The Seed Cleaning Plant Chairman is currently going through records to determine who

the membership is comprised of, for the purposes of holding a Shareholders Meeting to determine the fate of the Seed Cleaning Plant.

Pest Control Program

Problem Wildlife Officer (PWO) was injured at work, and was off for a week before returning to modified duties. Assistant Agriculture Manager worked with the Problem Wildlife Officer to provide predator assistance to the residents of Greenview. There were 12 calls for assistance.

Vegetation Management Program

The Grande Cache Coordinator has been working with Agriculture Services Administration to compile a list of medicinal plants that are used for traditional knowledge, currently there are 18 species on the list. This list is for staff training to identify the traditional plants used by residents, and to avoid herbicide application on the known areas for vegetation management in the Grande Cache area. This was a concern that was brought forward by the residents from a previous meeting.

Miscellaneous

Currently in the process of sending out Request for Quotes to equipment dealers, as well as receiving quotes for the new rental fleet equipment that was approved by Council in the 2017 Capital Budget.

Working Wells workshop will be held in DeBolt on February 14, 2017 at the new Public Services Building.

Septic Sense workshop will be held in DeBolt on February 15, 2017 at the new Public Services Building.

Economic Development Officer, Kevin Keller

3 Day Start-Up Grande Prairie - Report

Through our partner, Grande Prairie Regional Innovation Network (GPRIN) a 3 day start-up session was hosted on January 20 – 22, 2017 in Grande Prairie. Aspiring entrepreneurs from the region registered for a unique business training opportunity, an intensive 3 day Business Kick-Start Program designed to assist potential new business owners in planning for operational and market success. This program is coordinated through Grande Prairie Regional Innovation Network (GPRIN) and Northern Alberta Institute of Technology (NAIT) with no cost incurred to the students. A further sessions will be hosted in latter 2017.

Greenview received a call from the owner of PCIT who acted as a mentor for this weekend's course and volunteered to mentor when the program returns to the area. He provided feedback on the session and praised Greenview for being a partner in this initiative.

Growing the North

Greenview has been an active partner in the development and organization of the 2017 Growing the North Conference, in addition, Greenview is a Platinum Sponsor of the event. The event will be held February 22nd and 23rd, 2017 at the Entrec Centre at Evergreen Park.

Calgary Outdoor Adventure and Travel Show

Greenview will be a first time participant in the March 25 – 26, 2017 Calgary Outdoor Adventure and Travel Show, with the initiative of highlighting the outdoor activities and opportunities around within Greenview. The show is targeted to travel specialist and the general public.

Green View Family and Community Support Services (FCSS) Manager, Lisa Hannaford

The HEART Team hosted Valleyview's first ever Breakfast With the Guys on January 26th. The intention of the breakfast was to increase awareness about domestic violence and to engage men and boys to be part of the solution. The turnout for the breakfast exceeded expectations, with approximately 90 people in attendance. Survey results were extremely positive, showing 100% of participants indicating they would be interested in attending another Breakfast with the Guys and 100% stated they came away with more knowledge about Domestic Violence. The majority of respondents stated they would like to see a breakfast event take place twice a year and include information on bystander training, healthy masculinity and domestic violence in the workplace. Following the breakfast event, the keynote speaker provided a presentation on bystander intervention to the Junior High School students at Hillside High, Valleyview.

At the next monthly interagency meeting scheduled for 9:30 a.m., February 7, 2017, Green View FCSS will host a guest speaker from HIV North to brief participants on fentanyl and naloxone use.

Grande Prairie Volunteer Services Bureau is once again seeking nominations for the Leaders of Tomorrow Awards. These awards recognize youth ages 13 - 18 who have made outstanding contributions to their community through volunteerism and have demonstrated leadership. Individuals, community groups, educational institutes and voluntary organizations are invited to nominate youth who deserve recognition for their devotion in helping others and bettering their community. The deadline for submitting nominations is April 3, 2017, the nomination packages are available at the Green View FCSS Office.

The Green View FCSS Manager has enrolled in the Indigenous Partnership Development Program through the University of Alberta. This program is designed to help non-indigenous business and public sector employees work more effectively alongside indigenous communities with the goal of obtaining a greater understanding of these communities.

The next Green View FCSS Board meeting is scheduled for February 15, 2017 at 9:30 a.m.

Protective Services Manager, Jeff Francis

Greenview has taken possession of the Grovedale and DeBolt Public Service Buildings. The landscaping and dugout work is to be completed in the spring. The Grovedale Fire Department will be moving in to the new Grovedale facility on February 1st, 2017 and the DeBolt Fire and Rescue is scheduled to move into the DeBolt facility on March 1st, 2017.

Protective Services and DeBolt Fire Rescue will be hosting a Fire Officer Boot Camp on February 10, 11 and 12, 2017 in the new DeBolt Public Service Building. There are 41 total confirmed attendees, 25 of the confirmed numbers are from the Greenview fire stations. The balance of the attendees are from fire departments throughout Northwestern Alberta. The seminar presenters have over 100 years of experience and will cover varied topics ranging from post-traumatic stress, leadership, command and control.

Training and implementing of the “Marshal” program is in progress. The system is being used to document safety reports and follow up activities. Staff is being introduced to the program through one-on-one training and in group sessions where possible. The system is proving to be a valuable source to manage Greenview’s safety actions.

Recreation Services Coordinator, Stacey Wabick

Recreation Coordinator

The position of Recreation Coordinator has been posted which will fill the opening in the Recreation Services Department. This position will continue to be advertised until a suitable candidate is found.

Recreation Site Firewood

A successful candidate has been chosen to supply firewood to the Greenview recreation sites of Swan Lake, Grovedale Fish Pond, Kakwa and Southview for the summer of 2017. A contract is being drafted and will be completed before the summer season begins.

Swan Lake-Canfor Partnership

The Letter of Agreement between Greenview and Canfor for the cost sharing of Swan Lake maintenance from 2013-2016 has been successfully completed. A new agreement to continue this successful partnership will be pursued.

Ridgevalley Walking Trails

Opus Stewart Weir Ltd. has surveyed the proposed trail system for the purpose of having an accurate map to confirm the physical location of the proposed trail as well as begin land purchase talks. The same survey will be used for updating Alberta Land Titles.

Land purchase negotiations have begun with 3 of the principal landowners.

Moody’s Crossing Enhancement Project (Hwy 43 Bridge over the Smoky River)

The application for a Department Miscellaneous Lease for the proposed campground has begun within the Government of Alberta Electronic Disposition System. To date, a formal sketch plan has been developed, a First Nations Consultation Number has been obtained and the management plan is underway.

Administration has recently learned that the lease application process with the Government of Alberta is currently under revision. In an effort to keep this project moving forward, Administration will be arranging a series of conference calls and meetings so that any potential delays due to this change can be limited.

A separate lease will need to be obtained in order to formalize a boat launch on the site. The speed at which this lease is obtained will depend on the upcoming change to the leasing process. Administration will first concentrate on lease approval for the day use and camping areas. As this lease progresses under the new upcoming system, the lease for the boat launch will be transitioned in.

Johnson Park

Opus Stewart Weir has completed a portion of the required survey. Greenview is awaiting the road layout component to be completed before submission to the Government of Alberta. Once the survey is submitted, Greenview will hold the lease title on Johnson Park.

Grande Cache Tourism

A Data Sharing Agreement has been completed between Greenview and Grande Cache Coal. Future data obtained through this agreement will assist in the process of identifying key areas where potential recreation development would be most favourable.

Grande Cache Lake Day Use Area & Southview Provincial Recreation Area

Recreation Services has entered into an agreement with the Town of Grande Cache to maintain access and perform general maintenance of the Grande Cache Lake Day Use Area during the winter months of 2017.

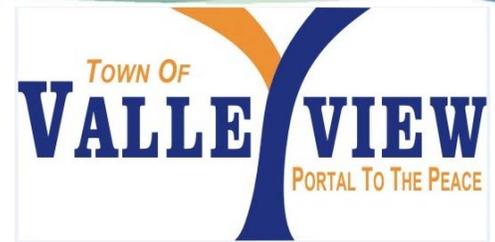
Recreation Services is currently advertising a tender for the summer maintenance of the Grande Cache Lake Day Use Area and Southview Provincial Recreation Area.

Grande Cache Area & Improvement District No. 25 Willmore Wilderness Recreation Inventory

The Willmore Wilderness Foundation has provided Greenview with a hard drive of the Grande Cache Area Recreation Inventory completed in 2016. This data will be used as an information source for potential future recreation projects in the area.

Recreation Master Plan

The Advisory Committee met with McEllaney Consulting Services Ltd. to review the Phase 2 Summary Report. Report items reviewed included the community survey, community recreation comparison, financial analysis and a preliminary needs summary.



Greenview Regional Multiplex Tentative Timelines

Administration has drafted a tentative timeline schedule to inform the Valleyview Multiplex Committee as to when key elements of the project are anticipated to be complete:

- Opening of the facility – September 1st
- Construction complete – August 15th
- Posting of the Facility Management position – February 15th
- Facility Management commencement date – May 1st
- Draft Facility Operations Plan – June 1st
- Facility Staff commencement date – August 1st
- Multiplex Recreation Board establishment – June 1st
- Multiplex Recreation Operational Budget – August 1st
- Procurement of Fixtures, Furniture and Equipment (FFE) – March 1st – August 1st
- Commence Fundraising Activities – February

Please note that the proposed timelines may be subject to change, however they will serve as a guideline for both the Committee and Administration.



Manager's Report

Function: Corporate Services

Submitted by: Rosemary Offrey, General Manager Corporate Services

Date: 2/14/2017

General Manager Corporate Services, Rosemary Offrey

I along with other members of Administration met with Jim Myers from Myers Benefit Consulting to discuss the 2017 benefits package. Based on the discussion with Mr. Myers, Administration is proposing an increased level of benefits, at a reduced cost when compared to the 2016 benefits package.

I spoke with Sean Barrett with Accurate Assessment Group regarding Bill #21, he suggested a presentation to Council regarding the assessors concerns around Bill #21. He will be in attendance at the February 14th meeting to discuss those concerns with Council.

Prepared a Municipal Finance 101 presentation for the In House Workshop to be held on February 3rd.

Had discussions with the auditors regarding the 2016 audit. Along with many other Greenview staff members finding and providing requested information to the auditors. The auditors will be on site from February 20th to March 3rd. We all hope that most of the audit work will be completed by March 3rd. I have impressed upon everyone the need to have this audited financial statement ready before the annual Rate Payer's BBQ. Everyone is being helpful with providing timely information at this point.

Completed interviews for the HR Officer, Recruitment and have made an offer to an individual.

Took training on reception (cash receipts/phone system) to enable me to assist with covering the reception area while the reception staff attended the In House Workshop.

Finance & Administration Manager, Donna Ducharme

Besides the usual monthly duties, Donna has been busy gathering information for audit. She also attended the annual manager's workshop. She attended reception training on cash receipts and phone system to enable her to assist with covering reception while the reception staff attend the In House Workshop. Last but not least, she also dealt with insurance issues and took care of the month end procedures.

Human Resources, Sandra Rorbak

Positions filled since last report: 1) Administrative Support - Casual, Infrastructure & Planning 2) Communication Specialist, 3) Development Officer, 4) Equipment Operator/Truck Driver, 5) Maintenance Labourer, 6) Roads Coordinator, West, 7) Seasonal Returnees – Agriculture Services, 8) Seasonal Returnees – Operations, 9) Seasonal returnees – Facilities, 10) Seasonal Returnees – FCSS. Positions at offer stage: 1) HR Officer, Recruitment.

Open Competitions are as follows; 1) Administrative Support, Corporate Services, 2) Engineering Technologist, 3) Maintenance Technician, Grovedale, 4) Municipal Engineer, Roads and Drainage, 5) Recreation Coordinator, 6) Seasonal Weed Inspector (Grovedale), 7) Summer Groundskeeper Labourer (2 seasonal positions), 8) Transfer Station Attendant (South Wapiti) 9) Winter Seasonal Operator (DeBolt). There have been no resignations or terminations since last report.

Information Systems, Shane Goalder

Shane set up 3 new users during the month of January. He oversaw the implementation of Diamond GP 2016 Upgrade to the Financial Server and client computers. Shane travelled to Grovedale to install new computer equipment and photocopier at the Grovedale Public Service Building for the Grovedale Fire Hall personnel. He provided IT support for the "Breakfast with the Guys" that was hosted by FCSS – Heart Team. He is reviewing suppliers for the new host server which he will install this year. As usual, he provides IT support to all Greenview personnel.



CAO's Report

Function: CAO

Date: February 14th, 2017

Submitted by: Mike Haugen

Reynolds Mirth Municipal Law Seminar

The annual RMRF Law Seminar is scheduled for Grande Prairie on March 3rd, 2017. If Council wishes to attend, please advise Lianne Kruger and she will register you and update your calendar.

The annual seminar features various lawyers from Reynolds Mirth Richard Farmer talking about several different areas of law and legislation and its relationship/impact to municipal operations.

Topics include:

- *Planning for the Future: Bill 21*
- *Employment Issues in the Twitterverse*
- *Navigating your Way Through Tricky Waters: Bankruptcy and Collection of Taxes Owing for Linear Property and Machinery and Equipment*

Alternate dates are available in Edmonton and Airdrie.

Grande Cache Tourism and Interpretive Centre

Greenview has been presented with two certificates acknowledging and commemorating its contribution to the Grande Cache Tourism and Interpretive Centre. These are now on display at the Eagle Nest Hall.



Grande Cache Road Network

The Grande Cache Community Coordinator is working with staff from I&P to identify road infrastructure and ownership in the Grande Cache Area. Administration will be preparing a plan for maintenance of roads in the area for Council's consideration.

Grande Cache Lake Day Use Area

The Grande Cache Community Coordinator has posted an advertisement looking for parties interested in maintaining the day use area over the summer.

In House Workshops

Many staff recently attended in house training workshops lead by myself and the General Managers. These are yearly educational events which cover a variety of topics that change from year to year. They have been well received and are expected to continue.

Upcoming Dates:

Growing the North	February 22 nd and 23 rd
RMRF Law Seminar	March 3 rd
AAMDC Spring Convention	March 20 th -22 nd